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Feasibility Report for

2026 Infrastructure Improvements Project

City of Jordan, MN

January 12, 2026

CITY OF JORDAN

Prepared by:
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Certification

Feasibility Report

for

2026 Infrastructure Improvements Project

City of Jordan, MN

BMI Project No. 25X.141083.000

January 2026

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.

By: 

Luke Wheeler, P.E.
License No. 57855

Date: January 12, 2026

Table of Contents

Appendix

1.0 INTRODUCTION

This report examines the proposed infrastructure improvements for the City of Jordan's 2026 Infrastructure Improvement's Project. This project consists of several sub-project areas that are identified in the City's Capital Improvement Plan (CIP). These projects are scheduled for construction in 2026 in the CIP.

The proposed improvements include a 2" mill and overlay of the following streets in the Timberline Area:

1. Foxboro Way
2. Heritage Trail
3. Dakota Point
4. Lodge Drive
5. Pioneer Court
6. Copper Court

The following streets in the Industrial Park Area are proposed to receive a 2" mill and overlay:

1. 185th Street West
2. Corporate Drive from 185th Street West to Enterprise Drive
3. Enterprise Drive
4. Ervin Industrial Drive

The following streets in the Downtown Area are proposed to receive a 2" mill and overlay:

1. Water Street from TH 21 (Broadway Street) to East Street
2. First Street from TH 21 (Broadway Street) to East Street
3. Mill Street
4. East Street from Water Street to First Street

The following areas in the "middle of Jordan" are proposed either receive a mill and overlay or full depth reclamation:

1. Park Drive – 2" to 2.5" mill and overlay
2. Lincoln Avenue – Full depth reclamation
3. Hope Avenue from Hillside Drive to CR 66 (Old Hwy 169) – full depth reclamation

The following areas in the Sawmill Woods Area are proposed to receive a 2" mill and overlay:

1. Sawmill Road from TH 21 (Broadway Street) to O'Day Drive
2. O'Day Drive
3. Green Ash Court
4. Woodridge Court
5. Red Oak Court

The following areas in the Bridle Creek 3rd and 4th Additions and Arborview areas are proposed to receive a 2" mill and overlay:

1. Prospect Point Road from Aberdeen Avenue to Bridle Creek Drive
2. Bridle Creek Drive from Prospect Point Road to the dead-end south of Trellis Street

3. Trellis Street
4. Rose Court
5. Jasmine Lane
6. Vine Street
7. Hope Avenue from Pergola Street to the dead end north of Waterford Way
8. Waterford Way

The pavement management improvement areas listed above will also include ADA pedestrian ramp improvements, and spot curb and gutter replacement.

The following alleys are proposed to be improved:

1. Alley located ½ block east of Wood Street, north of Fourth Street
2. Alley located ½ block north of Third Street, between Varner Street and Rice Street
3. Alley located ½ block north of TH 282 (Second Street), between Rice Street and TH 21 (Broadway Street)

Three blocks of alley improvements are proposed for the alleys listed above. Proposed improvements for these three blocks of alley include excavating for the new alley section, installing aggregate base, and providing a 6" concrete pavement surface. The alleys have minimal longitudinal grade (generally less than 1.0%) and thus concrete pavement is recommended to achieve proper drainage and rideability as well as overall aesthetic appeal. These alleys will be designed to promote drainage away from existing private property to correct drainage challenges that currently exist. Storm sewer is recommended for the alley north of Fourth Street between Varner Street and Rice Steet. The existing alley has a low point mid alley that will not surface drain. A storm sewer inlet is proposed at the low point and routed to an existing storm structure located in Varner Street. The design team and Public Works are verifying the existing storm sewer in Varner Street as the City has no records of the existing sewer pipe in the street and it is not clear where the exiting storm sewer is routed. Additional improvements to the storm sewer in Varner Street may be required.

The above-mentioned project areas can be seen in **Figure 1** on the next page and in Appendix A at the end of this report.

This report will review the existing conditions in the project areas and discuss, in detail, the proposed improvements. It will also provide preliminary cost estimates for the proposed improvements with financial needs from various funding sources including the City's Street Fund, MSA Maintenance Funds, and assessments for alley improvements.

If the City decides to proceed with the proposed infrastructure improvements described in this report, it is anticipated construction would occur during the 2026 construction season as shown in the project schedule found in Section 9 of this report.

2.0 PROJECT INITIATION & BACKGROUND

The 2026 infrastructure Improvements Project was initiated at the October 13, 2025, City Council Meeting after being listed in the city of Jordan's Capital Improvement Program. The feasibility study and report have been completed to identify the infrastructure improvements needed in the proposed project areas, define estimated costs and preliminary assessments associated with the improvements, and document these findings for use by decision makers. This report will also be

used as the basis for the final design component of the project. The report complies with the requirements of MN Statute 429 for levying special assessments to benefiting properties.

This report examines the proposed street and pedestrian improvements on the streets identified in the project areas (listed in section 1.0). The project areas consist of the Timberline Area, Industrial Park, Downtown, Middle Jordan, Sawmill Woods, Bridle Creek 3rd /4th & Arborview, and 3 blocks of alleys, in Jordan. The project areas are shown in Figure 1 below.

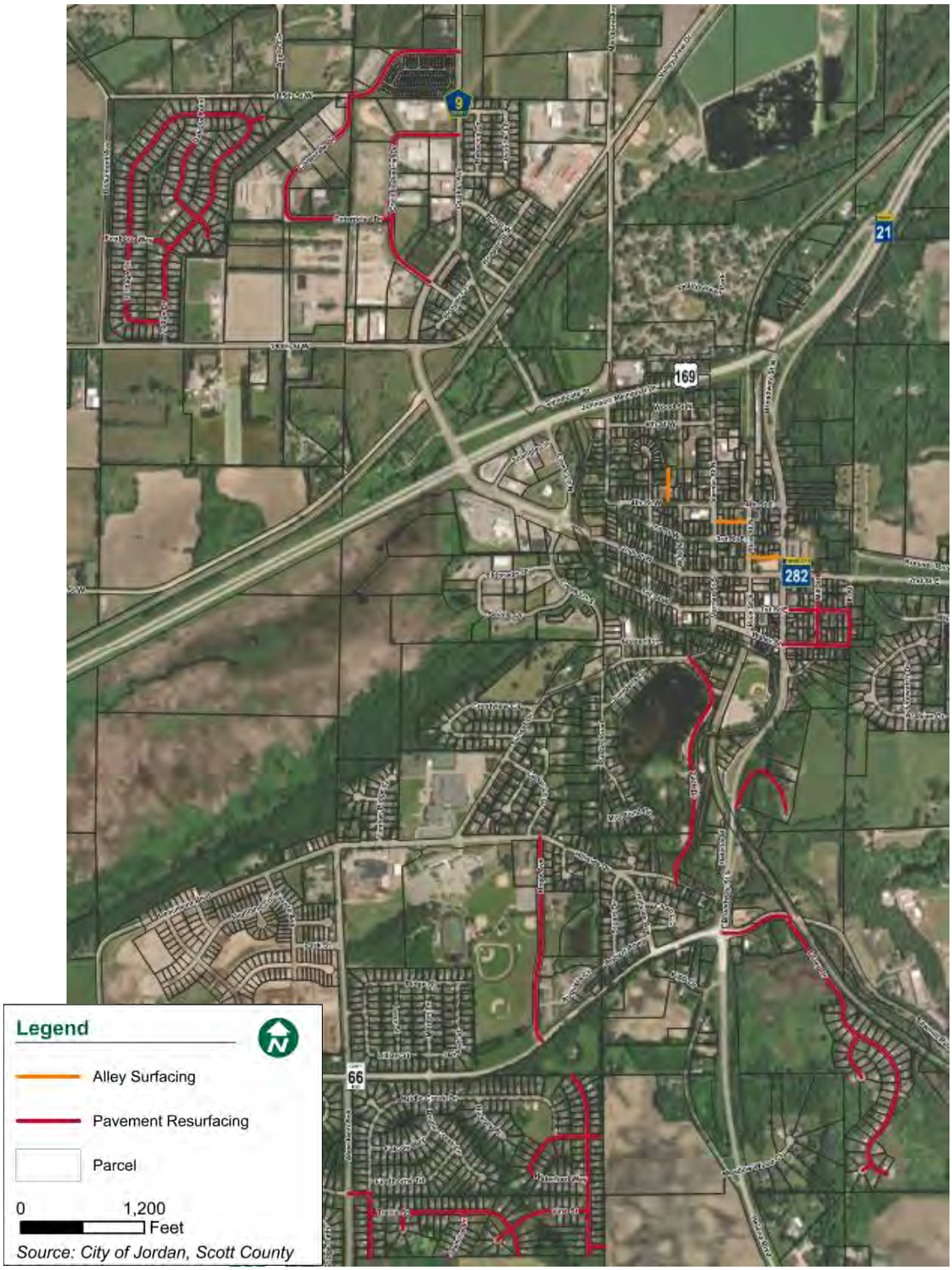


Figure 1: Project Location Map

The project scope involves:

- Bituminous mill and overlay
- Full depth street reclamation and bituminous paving
- Spot replacement of deficient curb and gutter
- Parking Improvements
- Pavement Striping
- Miscellaneous utility improvements
- Improvements to provide ADA compliance with pedestrian facilities
- Alley improvements

A geotechnical evaluation of the project areas was completed in November 2025 to facilitate evaluation of existing street conditions, included with this report as Appendix D. Additionally, a drone flight and street level drive-through image capture were completed to collect imagery and surface data of the project area. Questionnaires were sent to residents adjacent to the project areas in order to collect additional input on project needs. Input from the geotechnical report, City staff, and residents were incorporated into the report recommendations.

3.0 EXISTING CONDITIONS

A. Streets

The street segments in the **Timberline** area of the 2026 Infrastructure Improvements Project consist of 1.7 miles of local roads. These local roadways are relatively low volume, low speed roadways serving single family residential homes and a neighborhood park. Street widths are generally 34'. Most streets have parking available on both sides of the street. Physical characteristics of the streets can be found in **Table 1**. Streets in the Timberline area are starting to deteriorate, consistent with expectations given it has been approximately 26 to 28 years since their original construction. Most pavement areas show pavement distresses such as longitudinal/lateral cracking and stripping. Some areas with increased deterioration are also displaying raveling, block cracking, and alligator cracking.

The street segments in the **Industrial Park** area of the 2026 Infrastructure Improvements Project consist of 1.3 miles of local roads. These local roadways are relatively low volume, low speed roadways serving industrial businesses and some multi-family housing. Street widths are generally 35'. Most streets allow parking on both sides of the road, however 185th Street restricts parking on the north side of the street. Physical characteristics of the streets can be found in **Table 2**. Streets in the Industrial Park area are starting to deteriorate, consistent with expectations given it has been approximately 25 to 30 years since their original construction. Most pavement areas are showing pavement distresses such as longitudinal/lateral cracking, stripping, and settlement areas likely from utility trenches during original construction.

The street segments in the **Downtown** area of the 2026 Infrastructure Improvements Project consist of 0.5 miles of local roads. These local roadways are relatively low volume, low speed roadways serving primarily single-family residential homes and commercial parking areas. Street width varies from 18' to 55'. Most streets have parking available on both sides of the street, except for East Street that only allows parking on the east side given the narrow street width. Both First Street and Water Street have angled on-street parking on both sides of the Street between Broadway St (TH 21) and Mill Street. The other residential streets allow for parallel on-street parking on both sides. Physical characteristics of the streets can be found in **Table 3**. Streets in the Downtown area are starting to deteriorate, consistent with expectations given it has been approximately 20 – 30 years since their original construction. Most pavement areas show

pavement distresses such as longitudinal/lateral cracking and stripping. Some areas with increased deterioration are also displaying raveling, block cracking, and alligator cracking.

The street segments in the **"Middle Jordan"** area of the 2026 Infrastructure Improvements Project consist of 1.1 miles roads with varying classification (Lincoln Ave, Park Drive, Hope Ave).

Lincoln Ave is a very low volume, low speed local roadway primarily serving as an access road to the City's standpipe. Lincoln Ave is approximately 20' wide on average and does not allow parking.

Park Drive is a higher volume, low speed minor collector roadway that primarily serves as access to Lagoon Park. The width of Park drive varies, but on average it is 24' wide with several parking areas attached to or adjacent to the roadway. There is an existing bituminous trail along the west side of Park Drive that extends the entire length of the corridor and a trail along the east side that extends along the northern half of the corridor. All trail segments are in relatively poor condition.

Hope Avenue is a minor collector roadway which primarily connects traffic from the neighborhoods on the south side of Jordan to the Schools and Downtown areas. Street widths are generally 40' and parking is allowed on both sides of the street. Some existing street lighting is located on the east side of Hope Avenue on the northern third of the corridor. There is also an existing streetlight at the CR 66 and Hope Ave intersection.

Physical characteristics of the streets in "Middle Jordan" can be found in **Table 4**. Streets in these areas are deteriorating with some areas more significant than others, consistent with expectations given it has been approximately 20 to 30 years since their original construction or last pavement rehabilitation. Most pavement areas are showing pavement distresses such as longitudinal/lateral cracking, stripping, and settlement areas likely from utility trenches during original construction.

The street segments in the **Sawmill Woods** area of the 2026 Infrastructure Improvements Project consist of 0.8 miles of local roads. These local roadways are relatively low volume, low speed roadways serving single family residential homes and a small neighborhood park. Street widths are generally 36'. The residential streets have parking available on both sides of the street. Physical characteristics of the streets can be found in **Table 5**. Streets in the Sawmill Woods area are starting to deteriorate, consistent with expectations given it has been approximately 20 years since their original construction. Most pavement areas show pavement distresses such as longitudinal/lateral cracking and stripping. Some areas with increased deterioration are also displaying raveling, block cracking, and alligator cracking.

The street segments in the **Bridle Creek 3rd and 4th Additions and Arborview** area of the 2026 Infrastructure Improvements Project consist of 1.6 miles of local roads. These local roadways are relatively low volume, low speed roadways serving single family residential homes. Street widths vary but are generally 32'- 40'. The residential streets have parking available on both sides of the street. Physical characteristics of the streets can be found in **Table 6**. Streets in the Bridle Creek 3rd and 4th Additions and Arborview area are starting to deteriorate, consistent with expectations given it has been approximately 20 - 23 years since their original construction. Most pavement areas show pavement distresses such as longitudinal/lateral cracking and stripping. Some areas with increased deterioration are also displaying raveling, block cracking, and alligator cracking.

A geotechnical exploration was performed on the streets in the project area. The exploration consisted of performing ground penetrating radar (GPR) across all streets and taking pavement cores throughout the project area. The cores were used to understand the existing bituminous thickness, physical deterioration of the existing pavement, and determine the appropriate rehabilitation method. A copy of the geotechnical report can be found in Appendix D.

Table 1: Existing Street Characteristics for Timberline Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
Foxboro Way	730’	32’	Concrete Walk on 1 side
Heritage Trail	3,050’	32’	Concrete Walk on 1 side
Dakota Point	1,450’	32’	Concrete Walk on 1 side
Lodge Drive	3,320’	32’	Concrete Walk on 1 side
Pioneer Court	190’	32’	N/A
Copper Court	275’	32’	N/A

Table 2: Existing Street Characteristics for Industrial Park Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
185th Street West	1,550’	35’	Bit Trail on North Side and Concrete Walk on south Side
Corporate Drive from 185th Street West to	1,660’	38’	Concrete Walk on West Side
Enterprise Drive	1,115’	38’	Concrete Walk on South Side
Ervin Industrial Drive	2,415’	40’	N/A

Table 3: Existing Street Characteristics for Downtown Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
Water Street from TH 21 (Broadway Street) to East Street	625’	40-62’	Concrete Walk on Both Sides
First Street from TH 21 (Broadway Street) to East Street	640’	40-48’	Concrete Walk on Both Sides
Mill Street	680’	39’	Concrete Walk on Both Sides
East Street from Water Street to First Street	520’	18-24’	N/A

Table 4: Existing Street Characteristics for Middle Jordan Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
Park Drive	2540’	24’	Bit Trail on East and West Side
Lincoln Avenue	1000’	16-20’	N/A
Hope Avenue from Hillside Drive to CR 66 (Old Hwy 169)	2200’	40’	Concrete Walk on West Side and Bit Trail Along Part of East Side

Table 5: Existing Street Characteristics for Sawmill Woods Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
Sawmill Road from TH 21 to O’Day Drive	610’	45.5-57.5’	Concrete Walk on North Side
O’Day Drive	3500’	36’	Concrete Walk on South Side
Green Ash Court	560’	36’	Concrete Walk on West Side
Woodridge Court	95’	36’	N/A
Red Oak Court	155’	36’	N/A

Table 6: Existing Street Characteristics for Bridle Creek 3rd and 4th Additions and Arborview Area

Street	Street Length in Feet	Street Width in Feet (curb face to face)	Pedestrian Facility (If Present)
Trellis Street	1910’	30’	Concrete Walk on 1 Side
Rose Court	230’	30’	N/A
Jasmine Lane	505’	30’	Concrete Walk on 1 Side
Vine Street	1130’	30’	Concrete Walk on 1 Side
Hope Avenue from Pergola Street to the dead end north of Waterford Way	1955’	40’	Concrete Walk on 1 Side
Waterford Way	1625’	30’	Concrete Walk on 1 Side
Bridle Creek Drive from Prospect Point Road to the dead-end south of Trellis Street	645’	30’	Concrete Walk on 1 Side

B. Pedestrian Facilities

Most streets across the various project areas have pedestrian facilities on one or both sides of the street. The existing sidewalks are 5'-6' concrete walk. Pedestrian ramps on the walk are comprised of varying configurations and in varying conditions. Most of the existing pedestrian ramps in the project area do not comply with current ADA standards.

There is an existing 8' wide bituminous trail segment located along the southern/east half of Hope in front of the Jordan Valley Townhomes. The existing bituminous trail appears to be in satisfactory condition with minimal transverse cracking. An existing concrete sidewalk spans the entire west side of Hope Avenue. The boulevard varies along the corridor with the southern 2/3 of the corridor having a 6' grass boulevard between the back of curb and sidewalk. The sidewalk appears to be in satisfactory condition.

Park Drive has existing bituminous trails located on both sides of the street. The existing trail on the west side of Park Drive spans from Sunset Drive to Hillside Drive. The trail on the east side spans from the northern parking area near the Mini Met to the southernmost parking area along Sand Creek. Both trail segments are in poor condition with significant longitudinal and transverse cracking, settlements, and alligator cracking.

C. Alleys

Three blocks of existing alleys are included in this project, located in the Lowertown area of Jordan. The existing alleys are approximately 10' wide and gravel. The exiting gravel requires routine maintenance by public works, particularly after significant rain events. Some drainage issues including standing water have been identified in portions of the existing alley ways.

4.0 PROPOSED IMPROVEMENTS

A. Street Improvements

The roadways within the 2026 Infrastructure Improvements Project are proposed to be either milled and overlaid (resurfaced) or full depth reclaimed in place. All the roads in the Timberline, Industrial Park, Downtown, Sawmill Woods, Park Drive and Bridle Creek and Arborview areas are proposed to be milled and overlaid. Both Hope Avenue and Lincoln Ave as well as the northerly parking area of Park Drive are proposed to be reclaimed in place.

Most road segment proposed to receive a mill and overlay will have 2" of the surface removed with a milling machine across the entire roadway section from curb to curb. Some areas with less than 4" of existing bituminous may have the mill depth reduced to 1.5" to avoid breaking through the existing bituminous base course. The the northern section of Park Drive is proposed to receive a 2.5" inch mill and overlay given the geotechnical exploration identified debonding of the existing bituminous at 2". The mill depth has been increased by the 0.5" along this portion of Park Drive to ensure a better bond between the existing pavement and proposed pavement. The existing bituminous pavement that is milled off will be replaced with an equivalent thickened of new bituminous wearing course. Subgrade improvements and full depth bituminous patching will occur as needed in concentrated areas of overly distressed pavement and settlement areas.

Hope Avenue, Lincoln Avenue, and the northerly parking area long Park Drive which are proposed to be reclaimed in place, will be reclaimed to a depth of 12" and paved with two lifts of bituminous. Lincoln Avenue and Park Drive will be paved with two layers of two (2) inch thick bituminous, for a total pavement depth of four (4) inches. Hope Avenue will be paved with a 2.5" non-wear course and a 2" wear course for an overall thickness of 4.5". Note that should the City desire a minimalist approach to Hope Avenue, inclusive of not implementing the angled parking options as discussed in section 4.B. of this report, a 2" mill and overlay may be acceptable. Though it should be noted that portions of Hope Avenue are more severely deteriorated than

others and a mill and overlay may result in a reduced pavement life (10-13 years) as compared to full depth reclamation (20 years). The preliminary estimate included with this report currently assumes a full depth reclamation of Hope Avenue. These improvements are consistent with the recommendations made in the Geotechnical Report found in Appendix D.

The proposed improvements are also consistent with the City's Pavement Management Program which includes resurfacing to preserve the initial roadway investment. The project is intended to improve streets that, if no action were taken, will fall into the much more expensive category of a full-depth reconstruction. Existing curb and gutter along each roadway will be analyzed to identify existing areas of poor drainage and damage as defined by the city's current quality standards. Deficient or settled curb sections will be removed and replaced with new concrete curb and gutter.

B. Parking Improvements

There are various parking areas (both on street parking and separated parking lots) within the project areas of the 2026 Infrastructure Improvements.

Park Drive has various parking areas along the edge of the roadway and separate parking areas adjacent to the roadway. These parking areas are proposed to be resurfaced via mill and overlay, consistent with the proposed improvements for Park Drive. There is one parking area on the north end of Park Drive that is directly adjacent to Park Drive that will be full-depth reclaimed due to significant distress. New stall striping will be installed with the proposed improvements to match the existing conditions.

The existing on street angled parking along Water Street and First Street in the Downtown area will be restriped to match existing conditions.

City staff and residents have expressed a desire for delineated and expanded parking along Hope Avenue. The Jordan High school athletic fields are located on the west side of Hope Avenue. Currently there is un-striped parallel parking allowed on both sides of Hope Avenue. Cars have historically parked along both sides of Hope Avenue, but it is more common for cars to park on the west side in closer proximity to the school facilities. A shortage of available parking has been expressed by the public. It is assumed that given the existing parallel on-street parking is not striped, there is a lack of efficiency with parked vehicle spacing. The feasibility study analyzed potential parking improvement options to Hope Avenue:

- Maintaining the existing width of Hope Avenue and striping on-street parallel parking along the west and east side of Hope Avenue. This would result in a similar condition to what is available today with potential to increase parking efficiency (parking stalls available) by striping the stalls to minimize "wasted space" between parked cars. New curb bump outs are proposed at pedestrian crossings to reduce crossing distance and improve sight lines of pedestrians crossing the road. With this option, council could consider amending the proposed rehab to a 2" mill and overlay, however it is noted that some portions of Hope Avenue, particularly the northern portion of the roadway has less than 4" of bituminous pavement, is experiencing significant cracking/distress, and moderate stripping below 1 ¾". Thus, a full depth reclamation is expected to have better long-term performance as compared to mill and overlay.
- Maintaining the existing width of Hope Avenue, narrowing the drive lanes to 11', shifting the roadway centerline to the east (changing the crown location of the roadway), and implementing 45˚ angled parking on the west side along with curb bump outs at street pedestrian crossings. The angled parking would be proposed south of the High School parking lots with parallel parking on both sides of Hope Avenue maintained along the northern portion of the corridor. The proposed curb bump outs at pedestrian crossings within the angled parking area will improve sight lines, reduce pedestrian crossing

distances, and help with traffic calming (speed reduction) along Hope Avenue. No parking would be available on the east side of Hope Avenue, south of the High School parking lot, with this option.

- Widening of the west side of Hope Avenue to maintain 12’ drive lanes and implementation of 45˚ angled parking along the west side along with curb bump outs at pedestrian crossings. This option would require that the west curb line be moved ~2’ west and shifting the roadway centerline to the east (changing the crown location of the roadway). There is an existing 6’ grass boulevard and 6’ concrete sidewalk behind the curb on the west side of Hope Avenue. With moving the curb west, the boulevard is shrunk to approximately 4’. Though a grass boulevard of this width is not preferred from a maintenance/mowing perspective, it is feasible to construct this option without impacting the existing sidewalk. The angled parking would be proposed south of the High School parking lots with parallel parking on both sides of Hope Avenue maintained along the northern portion of the corridor. The proposed curb bump outs at pedestrian crossings within the angled parking will improve sight lines, reduce pedestrian crossing distances, and help with traffic calming (speed reduction) along Hope Avenue. Note that the wider 12’ lanes will have less traffic calming effect as compared to the 11’ lane option noted above. No parking would be available on the east side of Hope Avenue, south of the High School parking lot, with this option.
- Widening of the west side of Hope Avenue and implementation of 90˚ parking and curb bump outs at pedestrian crossings. The 90˚ parking would require that the west curb line be moved ~6’ west, thus encroaching on the existing sidewalk and requiring full replacement of the walk and acquisition of right of way (ROW) from the school. No parking would be available on the east side of Hope Avenue with this option.

Table 7 on the next page compares the various parking options including the total available parking and subsequent cost impact.

Table 7: Hope Avenue Parking Options Comparison

Option	Description	Total Parking Stalls Available	Hope Ave Total Estimated Construction Cost	Pros	Cons
1	Striped Parallel Parking On Both Sides Along Entire Corridor (Matching existing configuration)	103	$550K (M&O) $774K (FDR)	Parking on both sides Cost Maintaining Ex Blvd Width	Stall Count Ease of Parking (difficulty of parallel parking)
2	45˚ Parking on West Side with 11' Drive Lanes (southern portion)* Parallel Parking Both side (northern Portion)	118	$774K	Additional traffic calming Stall Count Cost	Access to parking stalls for NB Traffic
3	45˚ Parking on West Side with 12' Drive Lanes	118	$959K	Traffic Calming	Access for NB Traffic Cost
4	90˚ Parking on West Side**	163	$1.135M*	Ease of access from both directions Stall Count	Cost (impact to curb, walk, and hydrants) Acquisition Needs

**Option used in preliminary cost estimate*
***Does not account for ROW acquisition costs*

Considering the analysis above, it is recommended Option 2, the 45˚ angled parking with 11' drive lanes be considered for implementation with this project to increase parking capacity along Hope Avenue while minimizing cost. Note, if the City feels that access to parking for northbound traffic is more detrimental than the value gained from additional parking, it would be recommended to consider Option 1 to stripe parallel parking on both sides of the street along the entire length of the corridor. If the angled parking option is desirable, but a wider roadway is preferred, Option 3 could also be considered. Though Option 4 adds the most parking stalls and improves the ease of parking from both directions, the cost is significantly higher than the other options analyzed and would require the City acquire additional right of ROW.

C. Utility Improvements

The elevation of various catch basin and manhole casting will be adjusted to address drainage and rideability issues.

There is an existing 4" PVC sanitary forcemain located along Heritage Trail in the Timberline area. The existing forcemain has two 45˚ bends to realign the forcemain near the Heritage Trail and Foxboro Way intersection. Public Works has historically had maintenance issues with these bends. The bends are susceptible to blockage/clogging, requiring public works to routinely jet/clean the line. The jetting equipment public works use to clean the line cannot adequately maneuver the bends making removal of the clogs/blockages very difficult to address. In coordination with this project, it is proposed to dig down to the existing 45˚ bends, remove them along with ~ 150' of the forcemain to make the transition more subtle to help avoid future clogging and maintenance needs.

Along Hope Avenue, several storm sewer catch basins and storm pipe runs are proposed to be relocated/eliminated to accommodate the proposed parking and bump outs. The in-curb catch basins will be relocated to the new proposed curb lines and storm sewer lines realigned with the new structure locations.

There are some minor storm sewer needs along one of the alleys which is further discussed in section 4F of this report.

D. Pedestrian Improvements

All existing sidewalk pedestrian ramps not adhering to current American with Disabilities Act (ADA) standards will be upgraded to comply with ADA standards. The trail segments along Park Drive are proposed to be resurfaced with this project as existing trail surface is in poor condition. No other expansion of pedestrian facilities is recommended with this project.

E. Street Lighting

Staff have historically received input from the public desiring street lighting on Hope Avenue. Residents have stated that the corridor is very dark at night and the pedestrian facilities in the area are heavily used. The northern third of Hope Avenue has existing streetlights. There are existing overhead cobra style streetlights at Hillside Drive (pointed towards Hillside in the SE corner of the intersection), 200' south of Hillside Drive on the east side of Hope Ave, at the north entrance into Hope Lutheran Church on the east side of Hope Avenue. There is also a single light pole on the far south end of the corridor at CR 66 on the west side of Hope Avenue. Since Hope Avenue is proposed to be improved with this project, lighting options were explored for potential implementation in coordination with the project. Xcel Energy is the lighting provider for this area. Xcel Energy provided options and costs for the addition of street lighting. Xcel has two options for the implementation of lighting systems:

1. Prepay Option
    a. Higher up-front cost, lower monthly per pole cost, maintenance by Xcel for 25 years (replacement/maintenance beyond 25 years would be City cost)
2. Standard Service Underground Option
    a. Lower up-front cost, higher monthly per pole cost (includes electricity/maintenance for life)

Historically, the City has opted for option 2, the Standard Service Underground Option. This option was last implemented when the City added street lighting to the Whispering Meadows area in 2022. Considering the payment options above, the City requested pricing for installing 4 lighting units at critical locations including pedestrian crossings, intersections, and at curves in the roadway's geometry. Xcel provided the following pricing:

1. **4 lighting units on the west side of Hope Avenue at select locations:**
    a. Prepay Option
        i. Up-Front: **$60,000.00**
        ii. Monthly Per-pole cost (includes electricity and maintenance for 25 years): **$5.59/pole/month + surcharge if applicable**
    b. Standard Service Underground Option
        i. Up-Front: **$18,000.00**
        ii. Monthly Per-pole cost (includes electricity and maintenance for 25 years): **$23.91/pole/month**

It is recommended the City proceed with addition of the four (4) streetlights utilizing the Standard

Service Underground payment option given this option has the lowest up-front cost, ensures the lights are serviceable/maintained/replaced throughout their lifetime, and still achieve lighting at the critical intersections and pedestrian crossings along the corridor.

In addition to the street lighting, City staff requested the project team coordinate with Xcel on the feasibility of extending 3-phase power to High School softball field located on the west side of Hope Avenue for the future addition of lighting to the ball fields in the area. The project team coordinated with Xcel Energy, and they indicated there is already 3-phase power along the western boulevard, thus, to provide power for ball field lights, a transformer would need to be placed in the vicinity of the proposed service. The placement of a transformer is not considered as part of these improvements as there are no identified efficiencies or cost savings recognized by installing the transformer in coordination with the project.

F. Alley Improvements

There are three blocks of alley located in the Lowertown area to be surfaced:

1. Alley located ½ block east of Wood Street, north of Fourth Street
2. Alley located ½ block north of Third Street, between Varner Street and Rice Street
3. Alley located ½ block north of TH 282 (Second Street), between Rice Street and TH 21 (Broadway Street)

The existing gravel alleys are recommended to be surfaced with a 6" concrete pavement. This will require removal of the existing alley gravel, excavation down to a gravel base level, installation of new gravel base at the specified thickness, and construction of the concrete pavement surfacing to the finished grade.

The existing alley grades are relatively flat, generally less than 1%. Industry standard suggests a minimum 1.00% longitudinal grade for bituminous pavement to properly drain; therefore, concrete pavement is recommended. Concrete is also preferred from a longevity and aesthetic perspective. Storm sewer is recommended for the alley north of Third Street between Varner Street and Rice Steet. The existing alley has a low point mid alley that will not surface drain. A storm sewer inlet is proposed at the low point and routed to an existing storm structure located in Varner Street. The design team and Public Works are verifying the existing storm sewer in Varner Street as the City has no records of the existing sewer pipe in the street and it is not clear where the exiting storm sewer is routed. Additional improvements to the storm sewer in Varner Street may be required.

5.0 PUBLIC INPUT

A letter was sent to all residents adjacent to the proposed project areas notifying them of the proposed project. A questionnaire was included with the letter encouraging residents to supply any input they may have on the project including any existing drainage issues they have noticed and any other suggestions they would like to be considered as part of the project. Residents were provided with a paper copy of the questionnaire to return to the City, or alternatively a digital/online survey. Approximately eighty (80) residents returned the questionnaire in either paper or digital form. The comments generally fit into the categories below with the project team's corresponding review/consideration of each comment listed in italics:

- Presence of existing irrigation and electric pet fences on their property
    - *The presence of these items will be noted in the final project plans to inform the contractor of their presence, and the potential need to repair/replace the systems if damaged during construction.*
- Concerns regarding damaged and sunken/settled curbs.

    - *Damaged and sunken settled curbs will be removed and replaced with the project improving the aesthetics and drainage of the roads scheduled to be improved.*

- Concerns over poor (rough) pavement condition.
    - *The proposed improvements will provide significantly improved pavement condition and rideability.*
- Backyard drainage issues.
    - *The project team noted these concerns, though addressing backyard drainage issues is not within the scope of these improvements. City staff will review these comments on a case-by-case basis and consider whether City involvement is warranted.*
- Drainage concerns in the existing alleys including standing water and large potholes. Comments noted that maintenance efforts to address the issues are short lived and typically reappear shortly after being addressed.
    - *The concrete surfacing will provide a finished surface that will properly drain and not require significant maintenance and pothole patching.*
    - *Wherever possible, the alleys will be graded so that the adjacent property is able to drain out through the alley.*
- Damaged, settled, and or heaved sidewalk panels.
    - *Aside from upgrading pedestrian ramps within the resurfacing area, mainline sidewalk spot replacement is not proposed. Per City Code, the sidewalk is owned by the adjacent property owner. This City has a separate annual project where public works identify existing deficient sidewalk panels across town to coordinate the replacement/repair of the panels which are subsequently assessed to the property owner responsible.*
- Desire for streetlighting on Hope Avenue
    - *The addition of Xcel owned street lighting to Hope Avenue has been included in this feasibility study for consideration by council.*
- There were several miscellaneous concerns communicated to the project team:
    - Low spots in pavement – *milling and paving process should address the concern*
    - Overhanging trees in street – *Public Works will review these concerns and perform tree trimming as warranted. Tree trimming is not included in the proposed project scope.*
    - Request for speed bumps on Park Drive – *The City does not install speed bumps on public roads as they create issues with snow plowing.*

The project team will note these comments and ensure that they can be addressed in the plans and future outreach efforts that will occur, including open houses. Staff will reach out to commenters that have unique concerns that need further explanation.

Special assessments are to be used to fund a portion of the alley improvement costs. A public improvement hearing will be held at a council meeting for the alley improvements prior to ordering final plans. This hearing is consistent with the MN Statute 429 process for special assessments. The council will also conduct a public hearing on the assessments prior to adopting the final assessments.

Additional correspondence will be sent to residents adjacent to the project areas as construction approaches including additional information on the proposed project, preliminary assessments (alley improvements only), what to expect during construction, and an approximate project schedule.

6.0 TRAFFIC & ACCESS

Traffic and driveway access will be maintained on all streets during construction. Traffic control devices (barrels, cones, barricades, etc.) will be utilized to delineate areas with active construction. Flagging may be necessary during milling and paving operations. The milled surface will be maintained as a drivable surface prior to bituminous paving. Areas of full pavement correction will be filled in with compacted aggregate base or barricaded off during non-working hours.

Alleys may have to be closed to traffic during their paving and curing process. Engineering staff will work with the contractor to ensure residents are aware of this and will have to park cars and move garbage service out to the streets while the alleys are under construction. This is likely to be an approximate 3-week period.

7.0 EASEMENTS AND PERMITS

The permanent proposed improvements will be constructed within the existing prescriptive street right-of-way and easements. Acquisition of permanent right of way (ROW) or easement is not proposed with this project, unless the council would like to consider the 90˚ parking option along the west side of Hope Avenue, which would require acquisition of additional ROW along the school property.

A Minnesota Pollution Control Agency (MPCA) – General Storm Water Permit for Construction Activity under the National Pollutant Discharge Elimination System (NPDES) will be acquired for the project. Construction BMPs will be implemented within the project areas as necessary in compliance with the City's stormwater ordinance. Less than 1.0 acres of new impervious area is proposed to be generated by the project and therefore no permanent stormwater management (ponding, etc.) is proposed to be built with the project.

No work is proposed in MnDOT, Scott County or UP Railroad ROW, thus there is no need for permitting through those entities.

8.0 ESTIMATED COSTS/FINANCING

The estimated project cost to complete the improvements proposed herein are presented on the next page. These costs include estimated construction costs, a 10% contingency, and soft (indirect) costs for finance, legal, administrative, and engineering. Soft costs for the project areas included in the capital improvement plan, generally including the pavement resurfacing and alley improvement areas, are estimated at $740,000.

These cost estimates are based upon public construction cost information generated by historical bid prices by contractors observed for similar work. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost estimates is made. It is recommended that costs for project financing should be based upon actual, competitive bid prices with reasonable contingencies.

Table 8 – Estimated Cost Summary 2026 Infrastructure Improvements
(See Appendix B for Detailed Cost Estimate)

Location	Total Estimated Cost
Timberline Street Improvements	$1,112,000
185TH St and Corporate Drive	$596,500
Enterprise Dr / Ervin Industrial Drive	$302,100
Downtown Street Improvements	$414,800
Lincoln Ave	$116,000
Park Drive	$784,800
Hope Ave (45˚ Parking w/ 11' Drive Lanes)	$774,000
Sawmill Woods Street Improvements	$677,600
Bridle Creek / Arborview Street Improvements	$1,106,700
Roadway Improvements Subtotal	**$5,884,500**
Wood Street / Fourth Street Alley	$80,000
Varner Street / Rice Street Alley	$65,700
Rice Street /Broadway Street Alley	$67,900
Alley Surfacing Improvement Subtotal	**$213,600**
Alley Storm Sewer	**$25,300**
Optional Hope Avenue Lighting*	**$18,000 (Up-front Cost)**
Estimated Project Total	**$6,141,000**

** Up-front costs for the addition of 4 Xcel owned lighting units to be installed by Xcel separate from the construction contract for the 2026 Infrastructure Improvements. Other lighting options and costs are detailed in the feasibility report for consideration*

Table 9 – Funding Summary 2026 Infrastructure Improvements Project

Fund	Total Estimated Cost
Street Fund	$5,927,400
MSA Maintenance Funds	$149,520
Special Assessments	$64,080
TOTALS	**$6,141,000**

A portion of the alley improvements costs will be assessed. With the guidance of the City's Finance Director and City Administrator, but at the discretion of the City Council, the alley improvements are proposed to be funded with 70% of costs by the City and 30% of costs by special assessments to adjacent private properties. Properties abutting or with access to the proposed improvements are proposed to be assessed. The assessments are on an adjusted front foot basis with benefiting properties paying a respective proportion of 30% of the project costs to be assessed. The proposed assessments are proposed to be assessed over a term and based on the interest rate defined by the City's assessment policy or otherwise established by council resolution at the time of the assessment hearing. For this project based on the preliminary estimated assessment amounts, it is anticipated assessments will be payable over a 10-year period at an interest rate 1.0 percent higher

than the rate secured by the City for its bonds on this project.

The preliminary assessment roll can be seen in Appendix C. The proposed assessments and funding summary are based on preliminary estimated projects costs and are expected to be revised at the time of final assessment hearing based on the bids received.

9.0 PROJECT SCHEDULE

The proposed project schedule is shown below:

Council Receives Feasibility (Preliminary Engineering) Report .....January 12, 2026

Order the Public Improvement Hearing .....January 12, 2026

Conduct the Public Improvement Hearing & Order Final Plans.....January 26, 2026

Approve Plans & Specs; Authorize Ad for Bids .....March 23, 2026

Council Reviews Bids, Order Alley Special Assessment Hearing .....April 27, 2026

Assessment Hearing; Award Bid .....May 25, 2026

Construction .....June 2026 – October 2026

10.0 CONCLUSION

From an engineering standpoint, this project, as proposed, is feasible, cost effective, and necessary. It can best be accomplished by letting competitive bids for the work under one contract to complete the work in an orderly and efficient manner. The City, its financial consultant, and the people assessed will have to determine the economic feasibility of the proposed improvements.

Appendix A: Figures

CITY OF JORDAN, MN

PRELIMINARY CONSTRUCTION PLANS FOR

2026 INFRASTRUCTURE IMPROVEMENTS

FULL DEPTH RECLAMATION, BITUMINOUS PAVING, MILL & OVERLAY, SPOT UTILITY ADJUSTMENTS, SPOT CURB AND GUTTER REPLACEMENTS, ADA IMPROVEMENTS, PAVEMENT STRIPING, CONCRETE ALLEY IMPROVEMENTS

JANUARY, 2026

RESOURCE LIST

CITY OF JORDAN

CITY HALL
210 EAST STREET
JORDAN, MN
55372

CITY ADMINISTRATOR:
TOM NIKUNEN

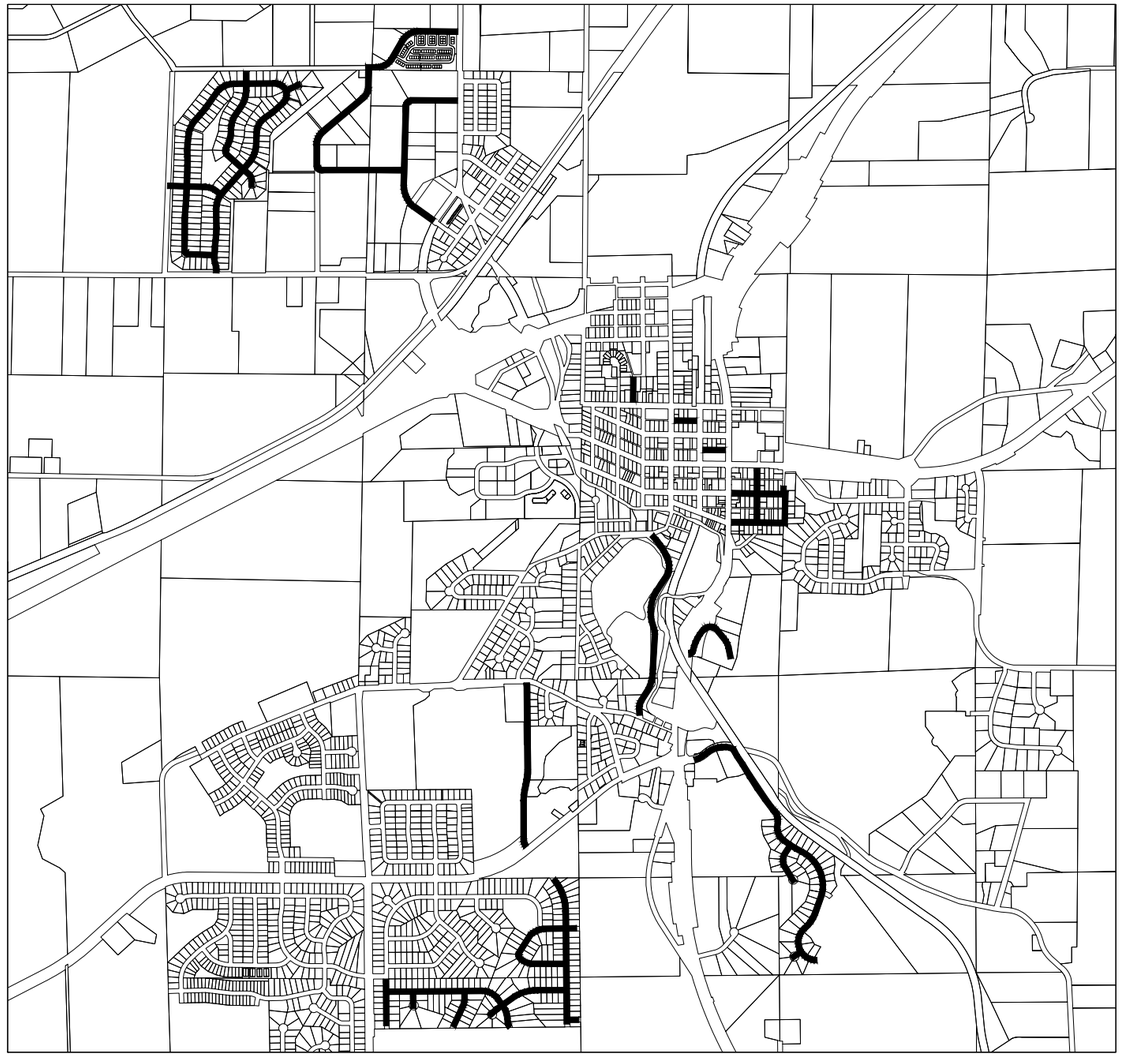
PUBLIC WORKS DIRECTOR
SCOTT HASS

CITY ENGINEER:
LUKE WHEELER P.E.
Bolton & Menk, Inc.
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA
55337

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL, 1-800-252-1166 OR 651-454-0002.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL "D". THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."

MAP OF THE
CITY OF JORDAN
SCOTT COUNTY, MN



0 1000 2000
SCALE FEET

MAP LEGEND

PROJECT LIMITS

SHEET NUMBER	SHEET TITLE
GENERAL	
G0.01 - G0.03	TITLE SHEET, LEGEND, GENERAL NOTES
G1.01 - G1.XX	STATEMENT OF ESTIMATED QUANTITIES
CIVIL	
C0.01 - C0.03	EXISTING CONDITIONS & REMOVALS: ALLEYS
C1.01 - C1.13	TYPICAL SECTIONS, DETAILS
C2.01 - C2.XX	STORMWATER POLLUTION PREVENTION PLAN
C6.01 - C6.28	STREET PLANS
C6.29 - C6.31	STREET PLAN & PROFILE: HOPE AVENUE
C6.32 - C6.34	STREET PLAN & PROFILE: ALLEY IMPROVEMENTS
C8.01 - C8.07	CROSS SECTIONS
THIS PLAN SET CONTAINS 65 SHEETS.	

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
TITLE SHEET

SHEET G0.01

EXISTING TOPOGRAPHIC SYMBOLS

- ACCESS GRATE
- AIR CONDITION UNIT
- ANTENNA
- AUTO SPRINKLER CONNECTION
- BARRICADE PERMANENT
- BASKETBALL POST
- BENCH
- BIRD FEEDER
- BOLLARD
- BUSH
- CATCH BASIN RECTANGULAR CASTING
- CATCH BASIN CIRCULAR CASTING
- CURB STOP
- CLEAN OUT
- CULVERT END
- DRINKING FOUNTAIN
- DOWN SPOUT
- ELECTRIC CAR CHARGE STATION
- FILL PIPE
- FIRE HYDRANT
- FLAG POLE
- FLARED END / APRON
- FUEL PUMP
- GRILL
- GUY WIRE ANCHOR
- HANDHOLE
- HANDICAP SPACE
- IRRIGATION SPRINKLER HEAD
- IRRIGATION VALVE BOX
- LIFT STATION CONTROL PANEL
- LIFT STATION
- LIGHT POLE
- MAILBOX
- MANHOLE-COMMUNICATION
- MANHOLE-ELECTRIC
- MANHOLE-GAS
- MANHOLE-HEAT
- MANHOLE-RECLAIMED WATER
- MANHOLE-SANITARY SEWER
- MANHOLE-STORM SEWER
- MANHOLE-UTILITY
- MANHOLE-WATER
- METER
- DRIVE-THRU MICROPHONE
- PARKING METER
- PAVEMENT MARKING
- PEDESTAL-COMMUNICATION
- PEDESTAL-ELECTRIC
- PEDESTRIAN PUSH BUTTON
- PICNIC TABLE
- POLE-UTILITY
- POST
- RAILROAD SIGNAL POLE
- REGULATION STATION GAS
- SATELLITE DISH
- SIGN TRAFFIC
- SIGNAL CONTROL CABINET
- SOIL BORING
- SIREN
- TELEPHONE BOOTH
- TILE INLET
- TILE OUTLET
- TILE RISER
- TRANSFORMER-ELECTRIC
- TREE-CONIFEROUS
- TREE-DEAD
- TREE-DECIDUOUS
- TREE STUMP
- TRAFFIC ARM BARRIER
- TRAFFIC SIGNAL
- TRASH CAN
- UTILITY MARKER
- VALVE
- VALVE POST INDICATOR
- VALVE VAULT
- VAULT
- VENT PIPE
- WATER SPIGOT
- WELL
- WETLAND DELINEATED MARKER
- WETLAND
- WET WELL
- YARD HYDRANT

PROPOSED TOPOGRAPHIC SYMBOLS

- CLEANOUT
- MANHOLE
- LIFT STATION
- STORM SEWER CIRCULAR CASTING
- STORM SEWER RECTANGULAR CASTING
- STORM SEWER FLARED END / APRON
- STORM SEWER OUTLET STRUCTURE
- STORM SEWER OVERFLOW STRUCTURE
- CURB BOX
- FIRE HYDRANT
- WATER VALVE
- WATER REDUCER
- WATER BEND
- WATER TEE
- WATER CROSS
- WATER SLEEVE
- WATER CAP / PLUG
- RIP RAP
- DRAINAGE FLOW
- TRAFFIC SIGNS

SURVEY SYMBOLS

- BENCHMARK LOCATION
- CONTROL POINT
- MONUMENT FOUND
- CAST IRON MONUMENT
- STONE MONUMENT

EXISTING TOPOGRAPHIC LINES

- RETAINING WALL
- FENCE
- FENCE-DECORATIVE
- GUARD RAIL
- TREE LINE
- BUSH LINE

SURVEY LINES

- CONTROLLED ACCESS
- BOUNDARY
- CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- SETBACK LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- TEMPORARY EASEMENT

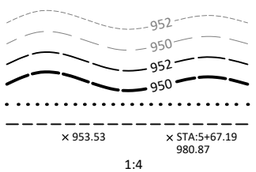
EXISTING UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- RECLAIMED WATER

PROPOSED UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- PIPE CASING
- TRENCHLESS PIPE (PLAN VIEW)
- TRENCHLESS PIPE (PROFILE VIEW)

GRADING INFORMATION



- EXISTING CONTOUR MINOR
- EXISTING CONTOUR MAJOR
- PROPOSED CONTOUR MINOR
- PROPOSED CONTOUR MAJOR
- PROPOSED GRADING LIMITS / SLOPE LIMITS
- PROJECT LIMITS
- PROPOSED SPOT ELEVATION
- RISE:RUN (SLOPE)

HATCH PATTERNS

- BITUMINOUS
- GRAVEL
- CONCRETE

EXISTING PRIVATE UTILITY LINES

NOTE:
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THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D UNLESS OTHERWISE NOTED. THIS UTILITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

- UNDERGROUND FIBER OPTIC
- UNDERGROUND ELECTRIC
- UNDERGROUND GAS
- UNDERGROUND COMMUNICATION
- OVERHEAD ELECTRIC
- OVERHEAD COMMUNICATION
- OVERHEAD UTILITY

UTILITIES IDENTIFIED WITH A QUALITY LEVEL :

LINE TYPES FOLLOW THE FORMAT: UTILITY TYPE - QUALITY LEVEL
EXAMPLE: G-A G-A UNDERGROUND GAS, QUALITY LEVEL A
UTILITY QUALITY LEVEL (A,B,C,D) DEFINITIONS CAN BE FOUND IN CI/ASCE 38-22.

UTILITY QUALITY LEVELS:

QUALITY LEVEL D: PROVIDES THE MOST BASIC LEVEL OF INFORMATION. IT INVOLVES COLLECTING DATA FROM EXISTING UTILITY RECORDS. RECORDS MAY INCLUDE AS-BUILT DRAWINGS, DISTRIBUTION AND SERVICES MAPS, EXISTING GEOGRAPHIC INFORMATION SYSTEM DATABASES, CONSTRUCTION PLANS, ETC.

QUALITY LEVEL C: INVOLVES SURVEYING VISIBLE SUBSURFACE UTILITY STRUCTURES SUCH AS MANHOLES, HAND-HOLES, UTILITY VALVES AND METERS, FIRE HYDRANTS, PEDESTALS AND UTILITY MARKERS, AND THEN CORRELATING THE INFORMATION WITH EXISTING UTILITY RECORDS TO CREATE COMPOSITE DRAWINGS. INCLUDES QUALITY LEVEL D ACTIVITIES.

QUALITY LEVEL B: INVOLVES DESIGNATING THE HORIZONTAL POSITION OF SUBSURFACE UTILITIES THROUGH SURFACE DETECTION METHODS AND COLLECTING THE INFORMATION THROUGH A SURVEY METHOD. INCLUDES QUALITY LEVEL C AND D TASKS.

QUALITY LEVEL A: PROVIDES THE HIGHEST LEVEL OF ACCURACY. IT INVOLVES LOCATING OR POTHOLING UTILITIES AS WELL AS ACTIVITIES IN QUALITY LEVELS B, C, AND D. THE LOCATED FACILITY INFORMATION IS SURVEYED AND MAPPED AND THE DATA PROVIDES PRECISE PLAN AND PROFILE INFORMATION.

ABBREVIATIONS

A	ALGEBRAIC DIFFERENCE	GRAV	GRAVEL	RSC	RIGID STEEL CONDUIT
ADJ	ADJUST	GU	GUTTER	RT	RIGHT
ALT	ALTERNATE	GV	GATE VALVE	SAN	SANITARY SEWER
B-B	BACK TO BACK	HDPE	HIGH DENSITY POLYETHYLENE	SCH	SCHEDULE
BIT	BITUMINOUS	HH	HANDHOLE	SERV	SERVICE
BLDG	BUILDING	HP	HIGH POINT	SHLD	SHOULDER
BMP	BEST MANAGEMENT PRACTICE	HWL	HIGH WATER LEVEL	STA	STATION
BR	BEGIN RADIUS	HYD	HYDRANT	STD	STANDARD
BV	BUTTERFLY VALVE	I	INVERT	STM	STORM SEWER
CB	CATCH BASIN	K	CURVE COEFFICIENT	TC	TOP OF CURB
C&G	CURB AND GUTTER	L	LENGTH	TE	TEMPORARY EASEMENT
CIP	CAST IRON PIPE	LO	LOWEST OPENING	TEMP	TEMPORARY
CIPP	CURED-IN-PLACE PIPE	LP	LOW POINT	TNH	TOP NUT HYDRANT
CL	CENTER LINE	LT	LEFT	TP	TOP OF PIPE
CL.	CLASS	MAX	MAXIMUM	TYP	TYPICAL
CLVT	CULVERT	MH	MANHOLE	VCP	VITRIFIED CLAY PIPE
CMP	CORRUGATED METAL PIPE	MIN	MINIMUM	VERT	VERTICAL
C.O.	CHANGE ORDER	MR	MID RADIUS	VPC	VERTICAL POINT OF CURVE
COMM	COMMUNICATION	NIC	NOT IN CONTRACT	VPI	VERTICAL POINT OF INTERSECTION
CON	CONCRETE	NMC	NON-METALLIC CONDUIT	VPT	VERTICAL POINT OF TANGENT
CSP	CORRUGATED STEEL PIPE	NTS	NOT TO SCALE	WM	WATERMAIN
DIA	DIAMETER	NWL	NORMAL WATER LEVEL		
DIP	DUCTILE IRON PIPE	OHW	ORDINARY HIGH WATER LEVEL		
DWY	DRIVEWAY	PC	POINT OF CURVE	AC	ACRES
E	EXTERNAL CURVE DISTANCE	PCC	POINT OF COMPOUND CURVE	CF	CUBIC FEET
ELEC	ELECTRIC	PE	PERMANENT EASEMENT	CV	COMPACTED VOLUME
ELEV	ELEVATION	PED	PEDESTRIAN, PEDESTAL	CY	CUBIC YARD
EOF	EMERGENCY OVERFLOW	PERF	PERFORATED PIPE	EA	EACH
ER	END RADIUS	PERM	PERMANENT	EV	EXCAVATED VOLUME
ESMT	EASEMENT	PI	POINT OF INTERSECTION	LB	POUND
EX	EXISTING	PL	PROPERTY LINE	LF	LINEAR FEET
FES	FLARED END SECTION	PRC	POINT OF REVERSE CURVE	LS	LUMP SUM
F-F	FACE TO FACE	PT	POINT OF TANGENT	LV	LOOSE VOLUME
FF	FINISHED FLOOR	PVC	POLYVINYL CHLORIDE PIPE	SF	SQUARE FEET
F&I	FURNISH AND INSTALL	PVMT	PAVEMENT	SV	STOCKPILE VOLUME
FM	FORCEMAIN	R	RADIUS	SY	SQUARE YARD
FO	FIBER OPTIC	R/W	RIGHT-OF-WAY		
F.O.	FIELD ORDER	RCP	REINFORCED CONCRETE PIPE		
GRAN	GRANULAR	RET	RETAINING		

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
LEGEND

SHEET G0.02

GENERAL TRAFFIC CONTROL NOTES

1. ACCESS TO RESIDENCES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL ALSO SUPPLY ACCESS TO AND FROM THE SITE FOR CONCURRENT CONSTRUCTION PROJECTS, PRIVATE UTILITY IMPROVEMENTS/RELOCATIONS, AND AS OTHERWISE PROVIDED FOR IN THE SPECIFICATIONS.

2. THE CONTRACTOR SHALL MAINTAIN GARBAGE AND RECYCLING SERVICE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ACCESS FOR GARBAGE TRUCKS. WHEN INFEASIBLE TO MAINTAIN SUCH ACCESS, THE CONTRACTOR SHALL COLLECT CONTAINERS, RELOCATE THEM TO A LOCATION WHERE SUITABLE ACCESS CAN BE PROVIDED, AND RETURN CONTAINERS IN GOOD WORKING CONDITION TO THE SAME PROPERTY FROM WHICH THEY WERE TAKEN. COSTS FOR PROVIDING ACCESS OR HAULING CONTAINERS TO AN ACCESSIBLE LOCATION SHALL BE INCIDENTAL TO THE CONTRACT.

3. THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND "2022 SUPPLEMENTAL SPECIFICATIONS" SHALL GOVERN. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MN MUTCD) AND INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS. TRAFFIC CONTROL NOT IN COMPLIANCE WITH MN MUTCD WILL BE SUBJECT TO VIOLATION IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

4. THE ITEM "TRAFFIC CONTROL" BID AS "LUMP SUM" SHALL INCLUDE ALL COSTS FOR PROVIDING TEMPORARY CONTROLS SPECIFIED IN THE PLAN AND OTHER TRAFFIC CONTROL REQUIRED PER THE MN/MUTCD DUE TO THE CONTRACTORS OPERATIONS FOR COMPLETION OF THE PROJECT INCLUDING BUT NOT LIMITED TO, MILLING, RECLAIMING & PAVING UNDER TRAFFIC, TEMPORARY ROAD CLOSURES IN FULL OR TO THRU TRAFFIC, TEMPORARY LANE CLOSURES, ADJUSTMENTS TO THE TRAFFIC CONTROL PLAN FOR LARGE AND SMALL SCALE STAGING OPERATIONS, AND NECESSARY DETOURS FOR MOTORISTS, BICYCLISTS, AND/OR PEDESTRIANS.THE AMOUNT BID SHALL ALSO INCLUDE SUFFICIENT TRAFFIC CONTROL FOR WARNING OF POTENTIAL HAZARDS DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO FLASHING BARRICADES AROUND EQUIPMENT AND OBSTRUCTIONS.

5. CONTRACTOR SHALL PREVENT TRACKING OF BITUMINOUS MATERIAL ONTO THE ADJACENT STREETS OF ALL PROJECT AREAS. IF MATERIAL IS TRACKED ONTO ADJACENT ROADWAYS, THE CONTRACTOR SHALL RESTORE THE PAVEMENT TO THE SATISFACTION OF THE AGENCY HAVING JURISDICTION OVER THE ROADWAY AND CITY.

6. THE CONTRACTOR IS ADVISED THAT THE WORK IS SUBJECT TO PERMIT CONDITIONS OF MNDOT AND UNION PACIFIC RAILROAD. THE CONTRACTOR MUST BE FAMILIAR WITH AND ADHERE TO ALL PERMIT REQUIREMENTS (INCIDENTAL).

REMOVAL NOTES

1. PRIOR TO REMOVALS, REQUIRED EROSION CONTROL DEVICES ARE TO BE INSTALLED.

2. COORDINATE WITH UTILITY OWNER TO RELOCATE POWER AND LIGHT POLES, AND OTHER PRIVATE UTILITIES AS NECESSARY.

3. ALL ADJACENT BITUMINOUS AND CONCRETE SURFACES SHALL BE CLEANLY SAWCUT PRIOR TO REMOVAL.

4. REMOVALS SHALL BE LIMITED TO AREAS WITHIN THE DEFINED PROJECT LIMITS. RESTORATION OF AREAS OUTSIDE OF PROJECT LIMITS SHALL BE COMPLETED AT THE CONTRACTOR'S COST UNLESS OTHERWISE APPROVED.

5. CONTRACTOR SHALL FOLLOW ALL LOCAL, STATE, AND FEDERAL REGULATIONS IN DISPOSING OF MATERIALS REMOVED FROM THIS SITE.

6. PAVEMENT REMOVAL LIMITS SHOWN ON THE PLAN ARE APPROXIMATE. REMOVAL LIMITS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

7. ANY TREES, SHRUBS, AND PLANTINGS TO BE REMOVED SHALL BE DESIGNATED IN ADVANCE BY THE ENGINEER.

8. CONTRACTOR SHALL PROTECT ALL ITEMS DESIGNATED FOR SALVAGE AND PROVIDE APPROPRIATE STORAGE UNTIL RE-INSTALLATION. ANY ITEMS DESIGNATED TO BE SALVAGED WHICH ARE DAMAGED SHALL BE REPLACED WITH NEW AT NO COST TO THE OWNER. REPAIR OF DAMAGED ITEMS SHALL NOT BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

9. ANY LANDSCAPING MATERIALS WITHIN R.O.W. TO BE REMOVED SHALL BE DESIGNATED IN ADVANCE BY THE ENGINEER AND SHALL BE CONSIDERED INCIDENTAL.

10. ALL ITEMS NOT IDENTIFIED FOR REMOVAL SHALL BE PROTECTED DURING CONSTRUCTION.

11. REMOVAL & DISPOSAL OF EXCESS RECLAIM SHALL BE PAID FOR AS PART OF THE PLAN QUANTITY (P) FOR THE "COMMON EXCAVATION" BID ITEM.

CONSTRUCTION NOTES

1. PROVIDE FOR A SAW-CUT WHERE PLACING NEW PAVEMENT IS INSTALLED ADJACENT TO EXISTING PAVEMENT.

2. ALL MATERIALS TESTING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

3. ALL USES OF THE WORD "INCIDENTAL" IN THESE CONSTRUCTION DOCUMENTS SHALL BE CONSTRUED TO MEAN INCIDENTAL WORK FOR WHICH NO DIRECT COMPENSATION SHALL BE MADE.

4. SHAPING & COMPACTION OF THE IN PLACE AGGREGATE BASE (SALVAGED RECLAIM) ON STREETS BEING FULL DEPTH RECLAIMED SHALL BE PAID FOR BY THE SY UNDER THE BID ITEM SUB-GRADE PREPARATION.

COORDINATION WITH PRIVATE UTILITIES

1. ALL PRIVATE UTILITIES SHALL BE PROTECTED. CONTRACTOR SHALL COORDINATE WITH ALL PRIVATE UTILITY OWNERS. CALL 1-800-GOPHER1.

2. THE CONTRACTOR MUST COORDINATE SCHEDULES WITH PRIVATE UTILITY OWNERS AND OTHER CONTRACTORS THAT NEED TO WORK IN THE PROJECT AREA, INCLUDING BUT NOT LIMITED TO:
   - 2.1. CENTERPOINT ENERGY FOR GAS MAIN AND SERVICE REPLACEMENT IN THE LOWERTOWN AREA.
   - 2.2. FRONTIER COMMUNICATIONS FOR UTILITY ADJUSTMENT IN THE LOWERTOWN AREA.

3. CENTERPOINT ENERGY TO REPLACE MAINS AND SERVICES IN ALLEY PRIOR TO CONSTRUCTION OF ALLEY IMPROVEMENTS. CONTRACTOR SHALL COORDINATE CONSTRUCTION SCHEDULE WITH CENTERPOINT ENERGY.

STAGING NOTES

GENERAL STAGING NOTES

1. STAGING REQUIREMENTS SHOWN IN THE PLANS, DESCRIBED BELOW, AND IN THE PROJECT MANUAL ARE INTENDED AS CONSTRAINTS WITHIN WHICH THE CONTRACTOR MUST SCHEDULE AND COMPLETE WORK. THE CONTRACTOR MUST ALSO DEVELOP AND IMPLEMENT A STAGING PLAN BASED ON THE CONTRACTOR'S RESOURCES, SCHEDULE, SPECIFIED WORK, AND CONTRACT DEADLINES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROGRESSION OF WORK AND SHALL SUBMIT A DETAILED SCHEDULE TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO COMMENCING WORK ON ANY PHASE.
3. UPON REMOVAL OF A PEDESTRIAN RAMP, THE SAME PEDESTRIAN RAMP MUST BE REINSTALLED WITHIN 7 CALENDAR DAYS.
4. BITUMINOUS STREET PATCHING ADJACENT TO SPOT CURB REPAIRS MUST BE COMPLETED WITHIN 5 CALENDAR DAYS OF CURB REPLACEMENT.

ALLEY IMPROVEMENTS

5. UPON INITIATION OF CONSTRUCTION ON ALLEY IMPROVEMENTS, ALL WORK MUST BE COMPLETED WITHIN 28 CALENDAR DAYS. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALLEYS AT ALL TIMES EXCEPT THAT ACCESS MAY BE PROHIBITED UP TO 10 CONSECUTIVE CALENDAR DAYS WHEN CONCRETE IS PLACED AND CURED. THE ALLEY MUST BE REOPENED TO TRAFFIC AS SOON AS THE CONCRETE REACHES 75% OF ITS 28 DAY DESIGN STRENGTH.

LOWERTOWN RESURFACING

6. A ROADWAY THAT HAS BEEN RECLAIMED MUST BE PAVED WITHIN 14 CALENDAR DAYS OF PAVEMENT REMOVAL.
7. A ROADWAY WITH A MILLED SURFACE MUST BE PAVED WITHIN 3 CALENDAR DAYS OF MILLING. SHOULD A MILLED STREET GO UNPAVED FOR LONGER THAN 3 DAYS, THE ENGINEER RESERVES THE RIGHT TO MARK ADDITIONAL FULL DEPTH REPAIRS TO DAMAGE RESULTING FROM EXCESS LOADING ON A COMPROMISED SECTION. CORRECTION OF THESE ADDITIONAL REPAIRS WILL BE AT THE CONTRACTOR'S EXPENSE.

HERITAGE HILLS RESURFACING

7. A ROADWAY WITH A MILLED SURFACE MUST BE PAVED WITHIN 3 CALENDAR DAYS OF MILLING. SHOULD A MILLED STREET GO UNPAVED FOR LONGER THAN 3 DAYS, THE ENGINEER RESERVES THE RIGHT TO MARK ADDITIONAL FULL DEPTH REPAIRS TO DAMAGE RESULTING FROM EXCESS LOADING ON A COMPROMISED SECTION. CORRECTION OF THESE ADDITIONAL REPAIRS WILL BE AT THE CONTRACTOR'S EXPENSE.
8. CONTRACTOR MUST COORDINATE SCHEDULES WITH PAULY PARK IMPROVEMENTS PROJECT.

NOTES:

1. CONCRETE WALK, DRIVEWAY, CURB & GUTTER SPOT REPLACEMENT WILL BE REQUIRED AS IDENTIFIED AND MARKED BY THE ENGINEER IN THE FIELD.
2. CONTRACTOR MUST DETERMINE FINAL SIDE WALK REMOVAL LIMITS NECESSARY TO COMPLY WITH ADA REQUIREMENTS FOR PEDESTRIAN RAMP IMPROVEMENTS. THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE ENGINEER BEFORE REMOVALS TAKE PLACE IF REMOVAL LIMITS ARE GREATER THAN THOSE SHOWN ON THE PLANS.
3. PROPOSED PEDESTRIAN RAMPS TO BE FIELD FIT TO MEET ADA REQUIREMENTS. ENGINEER TO REVIEW FORMS FOR ADA COMPLIANCE PRIOR TO POURING PEDESTRIAN RAMPS.
4. CONTRACTOR MUST MATCH ALL EXISTING DRAINAGE PATTERNS UNLESS OTHERWISE REQUESTED OR APPROVED BY THE ENGINEER. THE CONTRACTOR MUST WORK WITH THE ENGINEER TO IDENTIFY PAVEMENT PROFILE ADJUSTMENTS IN THE FIELD AS NECESSARY TO MAINTAIN AND/OR IMPROVE DRAINAGE THROUGH THE INTERSECTIONS AND MAINTAIN/RE-ESTABLISH CROWN ALONG ALL STREETS.
5. SOME AREAS OF KNOWN CURB AND GUTTER REMOVAL HAVE BEEN IDENTIFIED IN THE PLANS FOR REMOVAL/REPLACEMENT. THESE AREAS AS WELL AS OTHER AREAS WILL BE IDENTIFIED AND MARKED BY THE ENGINEER IN THE FIELD. CONTRACTOR SHALL ONLY REMOVE/REPLACE CURB AND GUTTER THAT HAS BEEN MARKED BY THE ENGINEER IN THE FIELD.
6. CURB AND GUTTER IDENTIFIED FOR REMOVAL & REPLACEMENT MUST BE REINSTALLED TO MATCH THE EXISTING CURB TYPE, B618 CURB AND GUTTER MUST BE INSTALLED AT ALL READII & CATCH BASINS.
7. CONTRACTOR SHALL PROTECT ALL EXISTING MANHOLES, CATCH BASINS, AND VALVES DURING MILLING AND RECLAIMING OPERATIONS.

PRELIMINARY PLANS

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www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
GENERAL NOTES

SHEET G0.03

HORZ. 0 25 50
SCALE FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
EXISTING CONDITIONS & REMOVALS
HOPE AVENUE

SHEET C0.01

HORZ. 0 25 50
SCALE FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
EXISTING CONDITIONS & REMOVALS
BROADWAY STREET TO RICE STREET 200 BLOCK ALLEY

SHEET C0.02

LEGEND

- CURB & GUTTER REMOVAL
- BITUMINOUS/CONCRETE SAW CUTTING
- CONSTRUCTION LIMITS
- FULL DEPTH RECLAMATION
- BITUMINOUS DRIVEWAY/TRAIL REMOVAL
- CONCRETE PAVEMENT REMOVAL
- GRAVEL REMOVAL (INCLUDED IN COMMON EXCAVATION)

HORZ. SCALE 0 25 50 FEET

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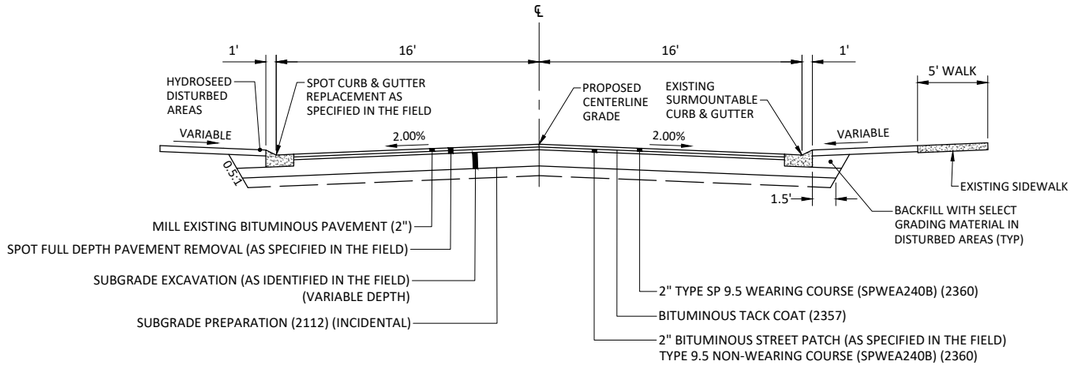
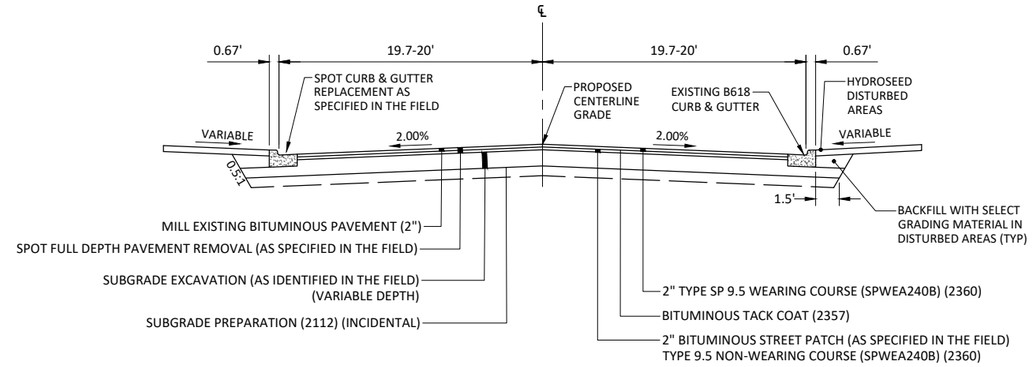
2026 INFRASTRUCTURE IMPROVEMENTS
EXISTING CONDITIONS & REMOVALS
4TH STREET N TO 6TH STREET N ALLEY

SHEET C0.03

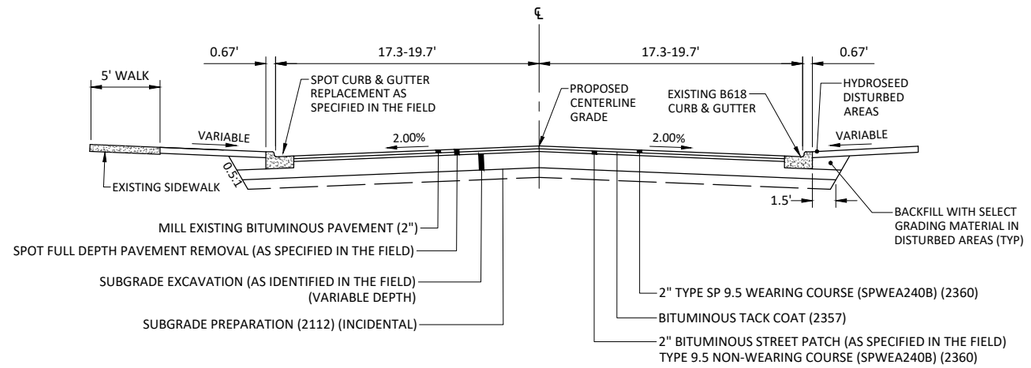
TIMBERLINE NEIGHBORHOOD
2" INCH MILL AND OVERLAY



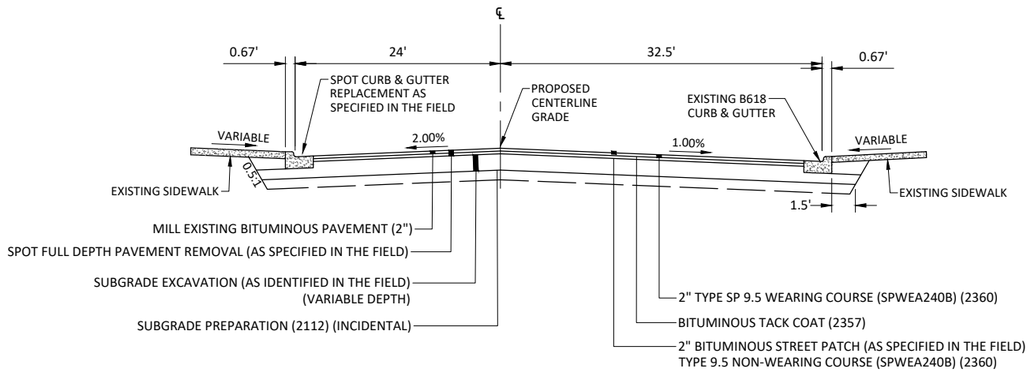
ERVIN INDUSTRIAL DRIVE
2" INCH MILL AND OVERLAY
STA 160+75 TO 184+25



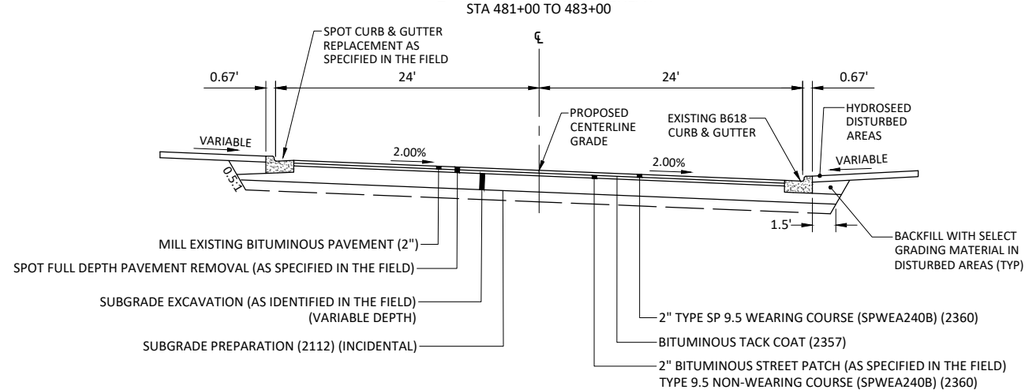
ENTERPRISE DRIVE, CORPORATE DRIVE, & 185TH STREET WEST
2" INCH MILL AND OVERLAY
STA 130+00 TO 141+50



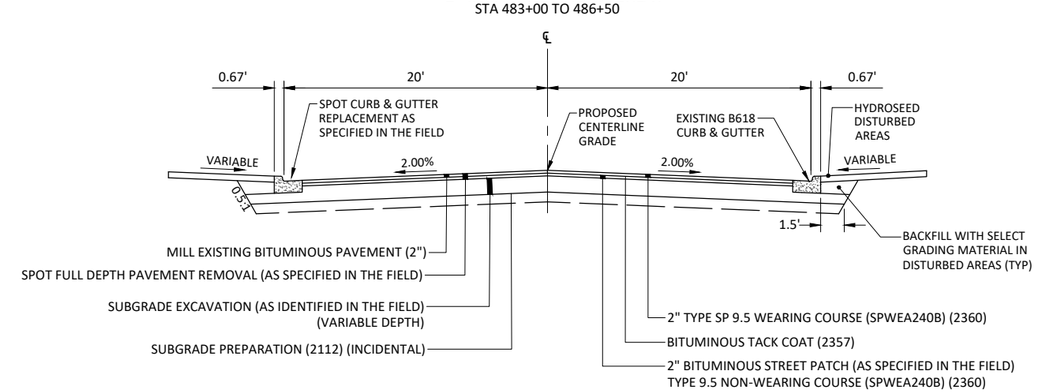
1ST STREET EAST
2" INCH MILL AND OVERLAY
STA 480+00 TO 480+60



1ST STREET EAST
2" INCH MILL AND OVERLAY
STA 481+00 TO 483+00



1ST STREET EAST
2" INCH MILL AND OVERLAY
STA 483+00 TO 486+50



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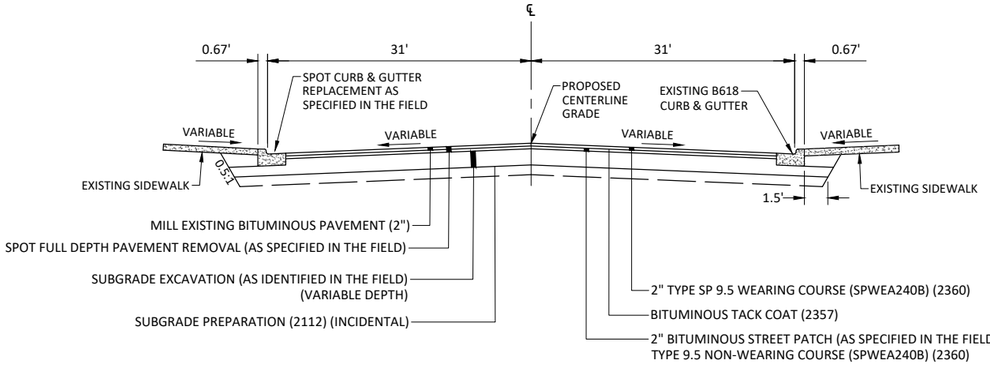
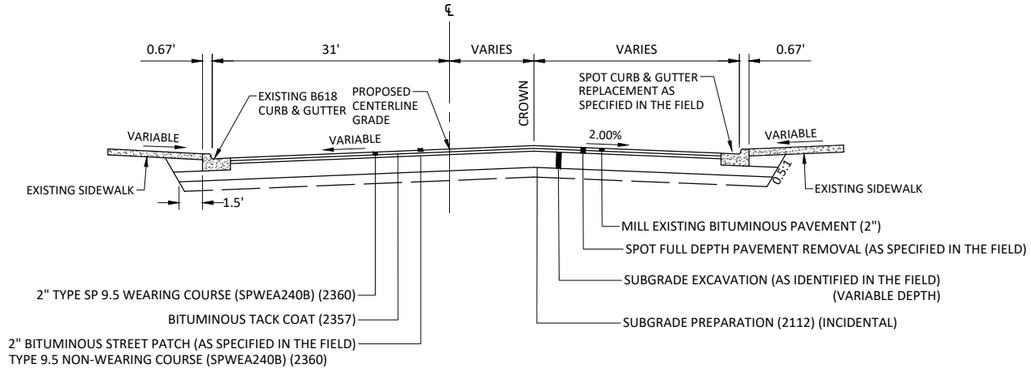
2026 INFRASTRUCTURE IMPROVEMENTS
TYPICAL SECTIONS

SHEET C1.01

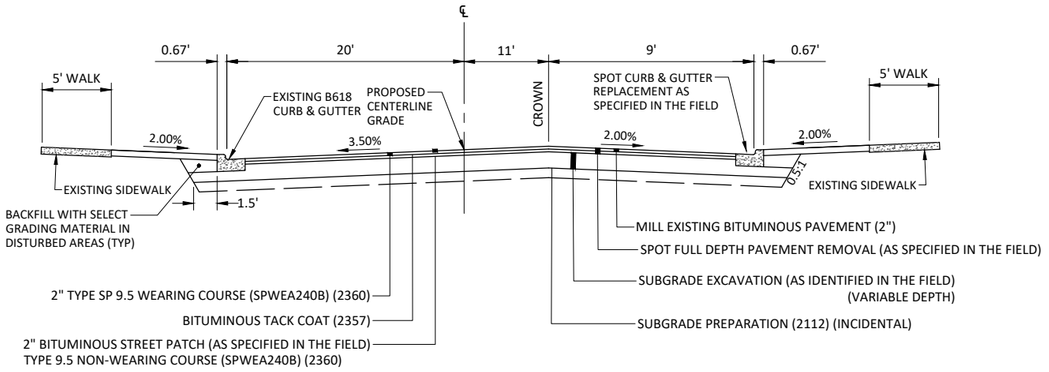
WATER STREET
2" INCH MILL AND OVERLAY
STA 490+00 TO 491+60



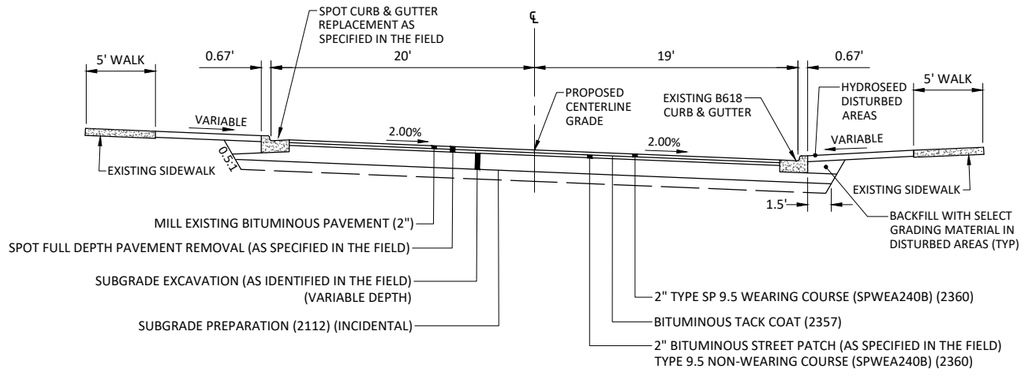
WATER STREET
2" INCH MILL AND OVERLAY
STA 491+60 TO 493+00



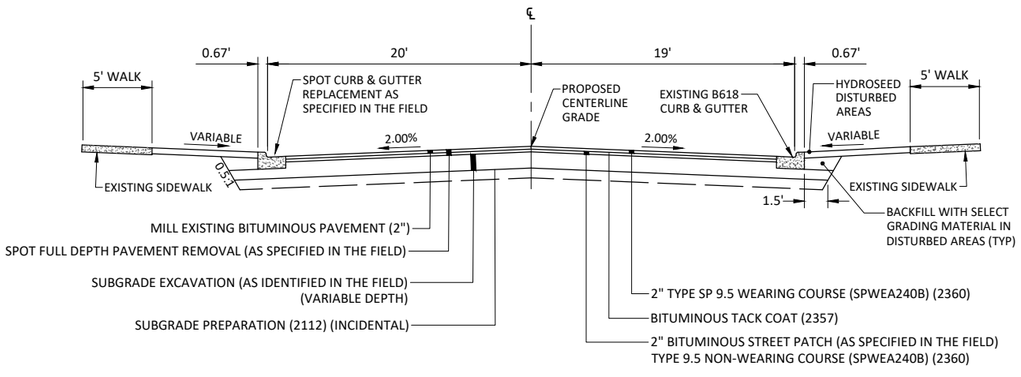
WATER STREET
2" INCH MILL AND OVERLAY
STA 493+00 TO 496+00



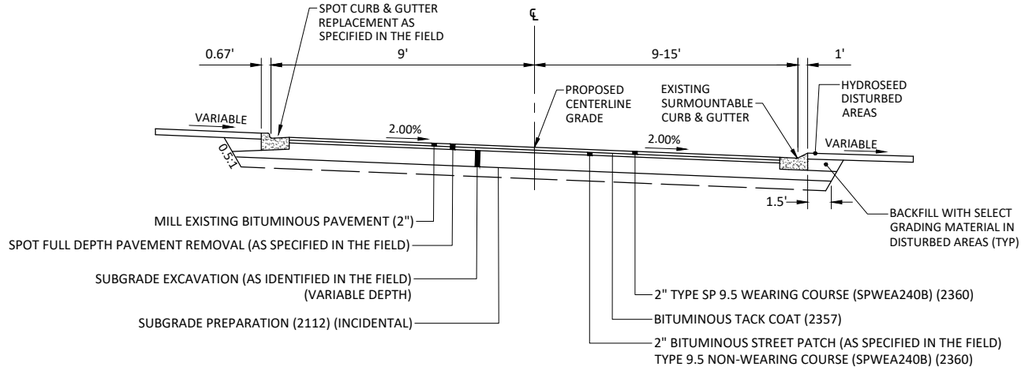
MILL STREET
2" INCH MILL AND OVERLAY
STA 510+00 TO 514+00



MILL STREET
2" INCH MILL AND OVERLAY
STA 160+75 TO 178+50



EAST STREET
2" INCH MILL AND OVERLAY
STA 496+00 TO 500+16



135 1ST STREET WEST

PRELIMINARY PLANS

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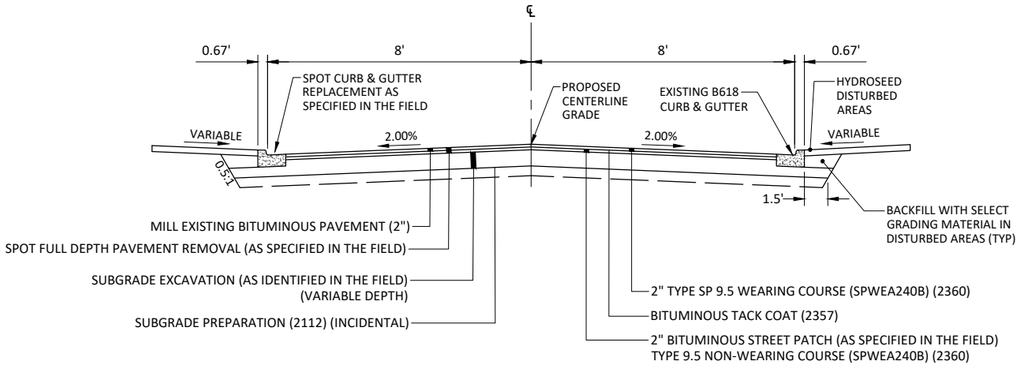
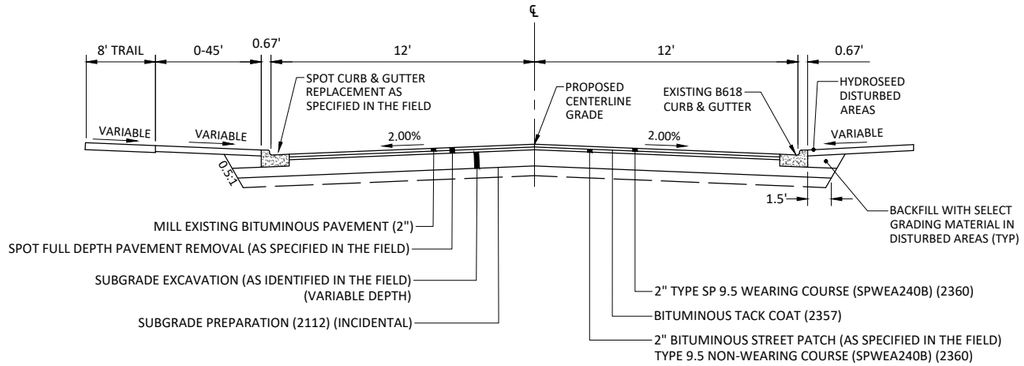
TYPICAL SECTIONS

SHEET C1.02

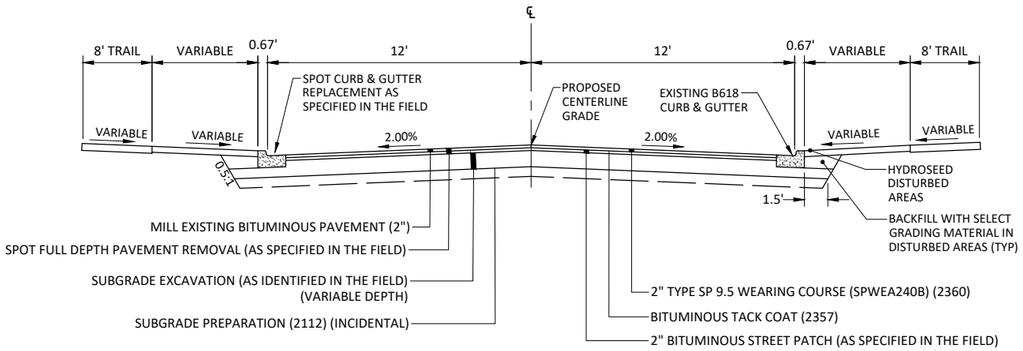
EAST STREET
2" INCH MILL AND OVERLAY
STA 500+16 TO 501+50



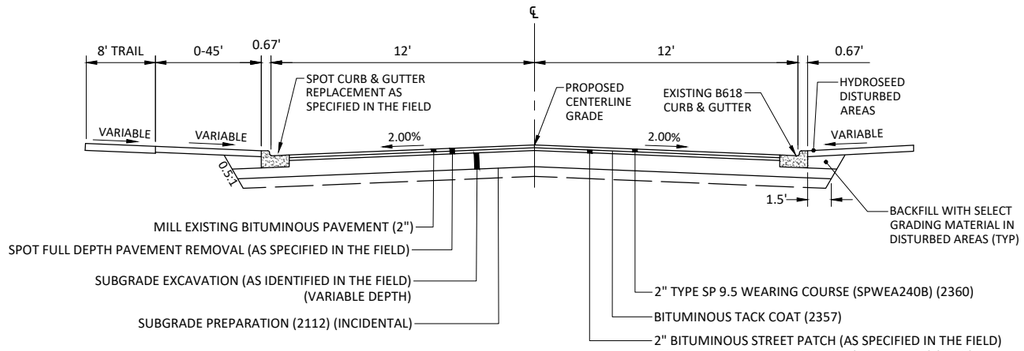
PARK DRIVE
2" INCH MILL AND OVERLAY
STA 450+00 TO 461+50



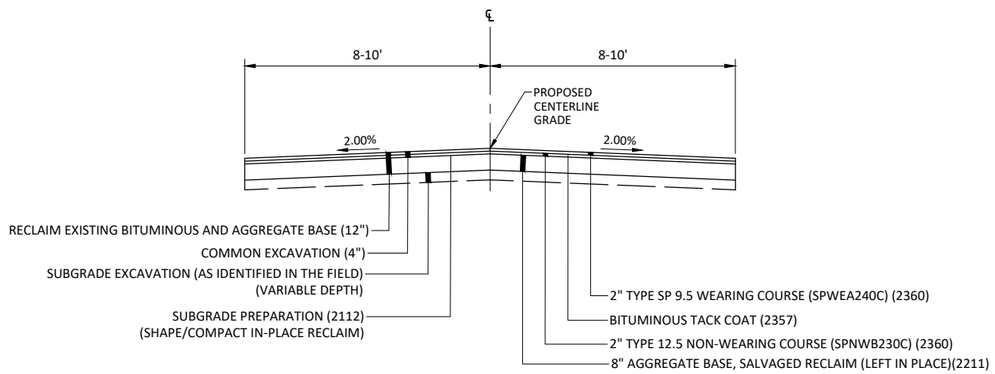
PARK DRIVE
2" INCH MILL AND OVERLAY
STA 461+50 TO 470+24



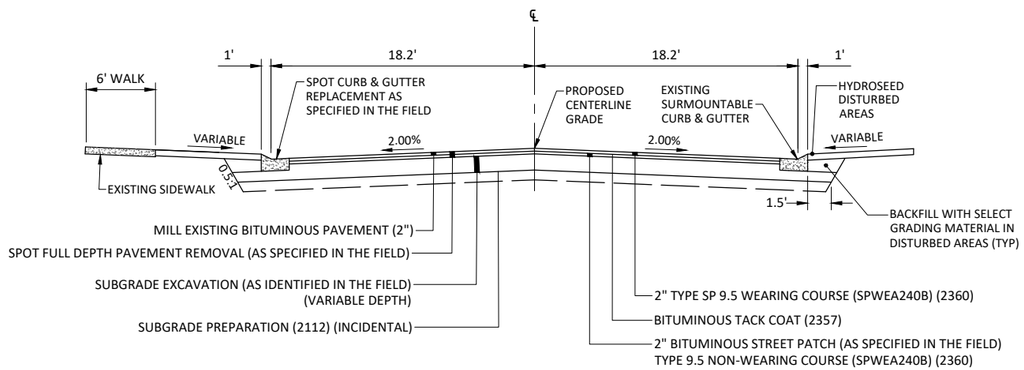
PARK DRIVE
2.5" INCH MILL AND OVERLAY
STA 470+24 TO 475+10



LINCOLN AVENUE
FULL DEPTH RECLAMATION
STA 430+10 TO 439+95



SAWMILL NEIGHBORHOOD
2" INCH MILL AND OVERLAY
STA 360+00 TO 395+00



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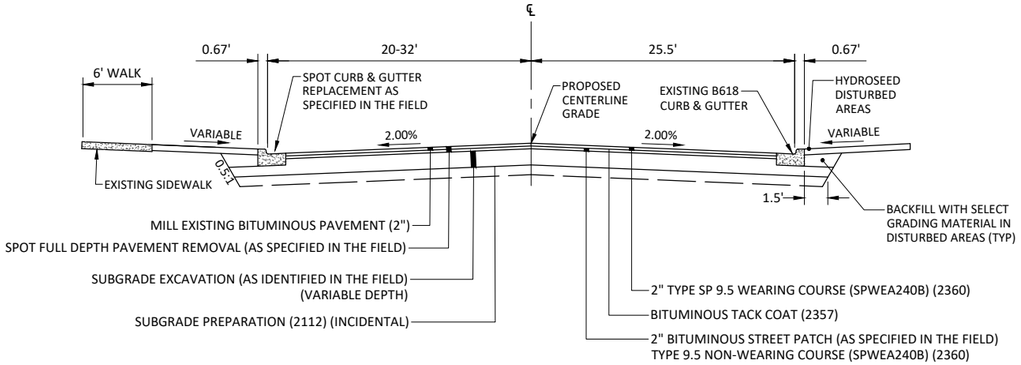
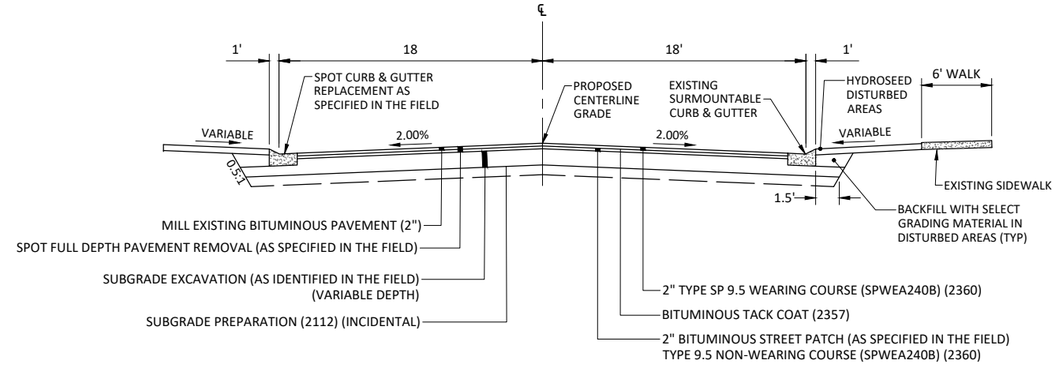
TYPICAL SECTIONS

SHEET C1.03

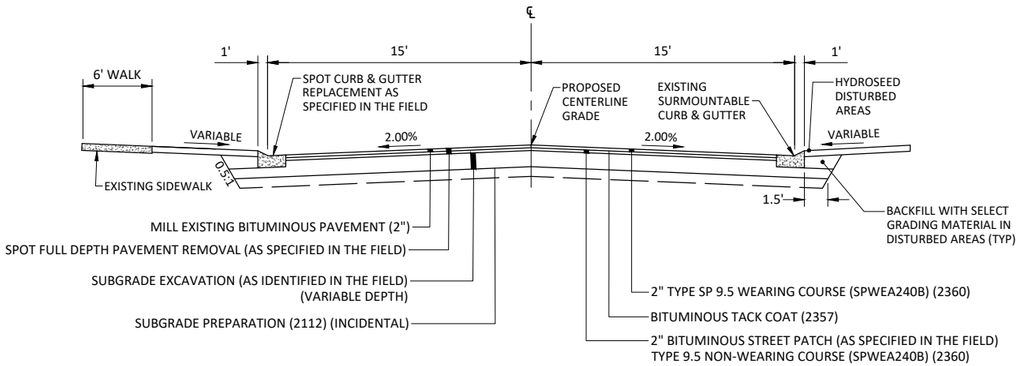
SAWMILL ROAD
2" INCH MILL AND OVERLAY
STA 350+20 TO 356+00



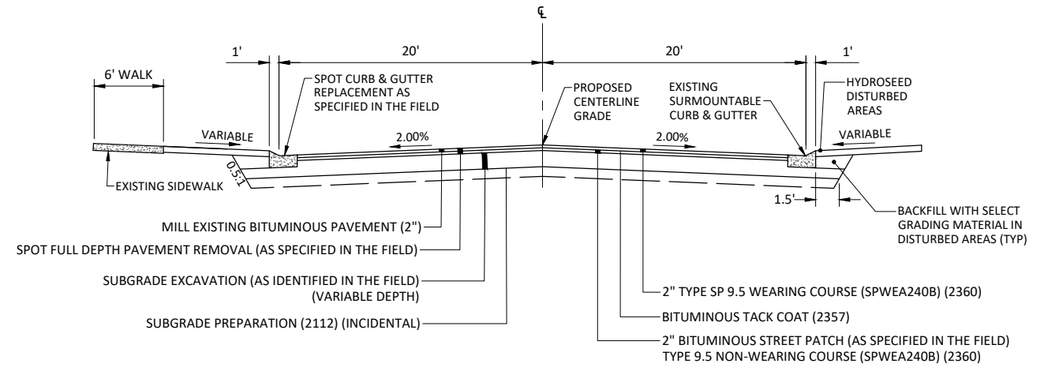
BRIDLE CREEK NEIGHBORHOOD
2" INCH MILL AND OVERLAY



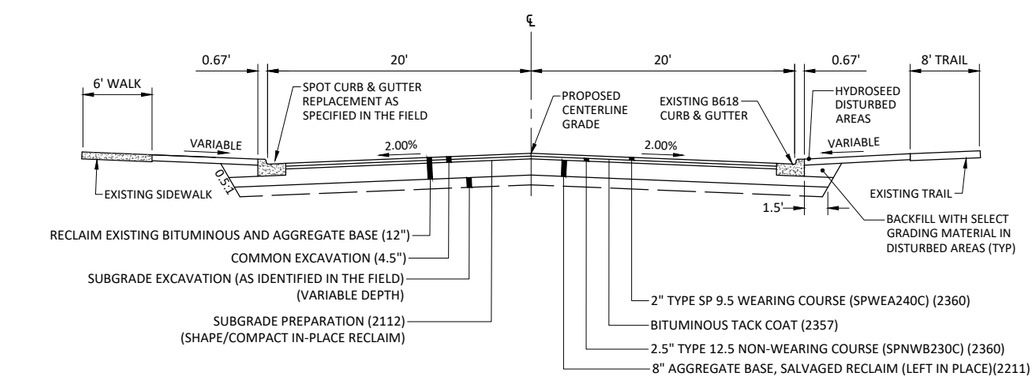
WATERFORD WAY
2" INCH MILL AND OVERLAY
STA 320+00 TO 334+75



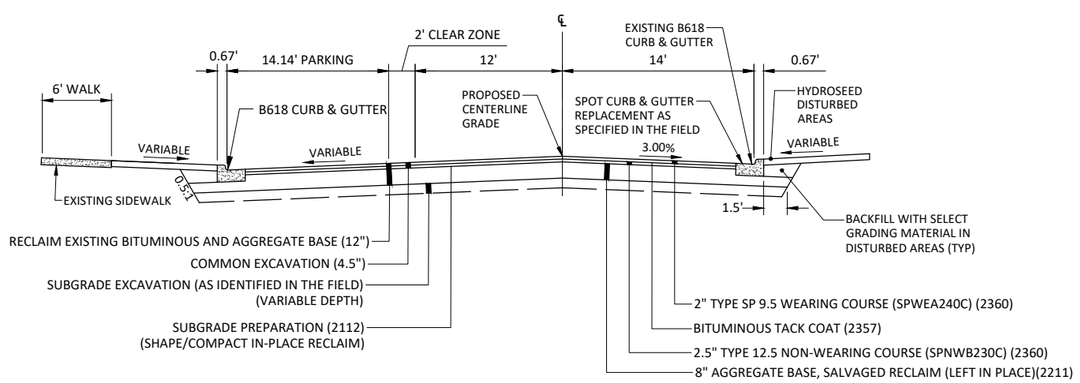
HOPE AVENUE
2" INCH MILL AND OVERLAY
STA 300+10 TO 319+70



HOPE AVENUE
FULL DEPTH RECLAMATION
STA 190+00 TO 192+60



HOPE AVENUE 12' LANES
FULL DEPTH RECLAMATION
STA 192+60 TO 204+82



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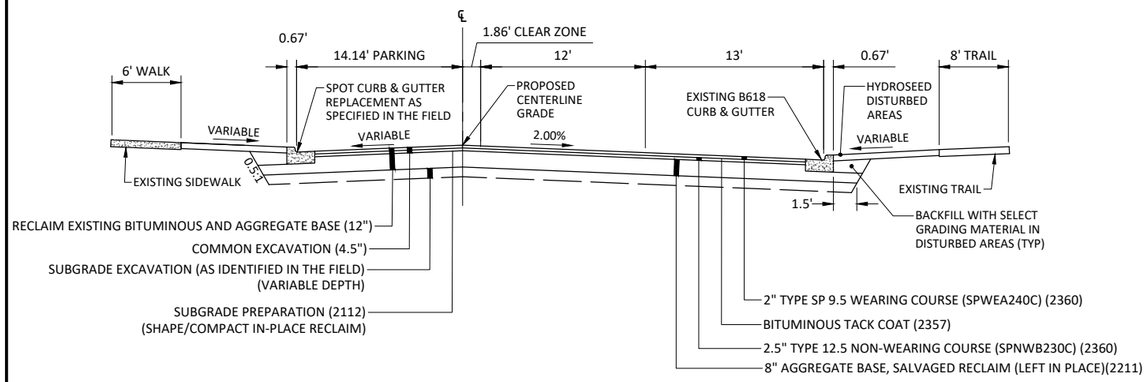
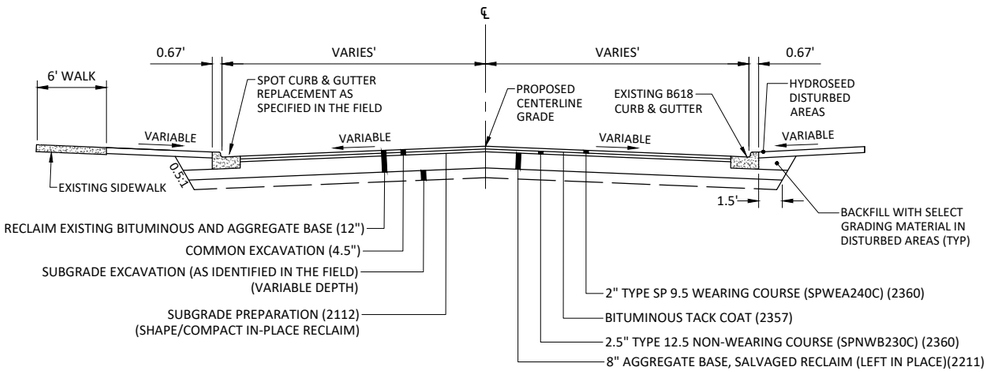
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
TYPICAL SECTIONS

SHEET C1.04

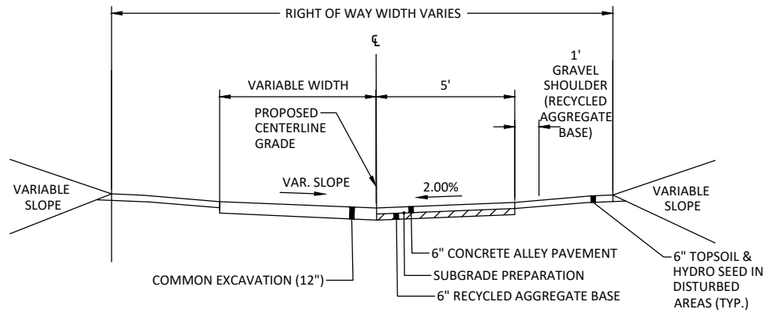
HOPE AVENUE 11' LANES
FULL DEPTH RECLAMATION
STA 192+60 TO 204+82



HOPE AVENUE
FULL DEPTH RECLAMATION
STA 204+82 TO 211+75



ALLEYS



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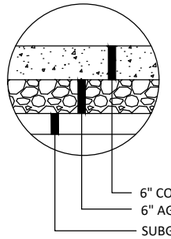
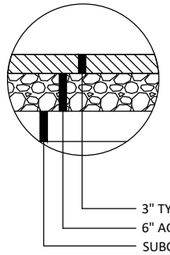
2026 INFRASTRUCTURE IMPROVEMENTS
TYPICAL SECTIONS

SHEET
C1.05



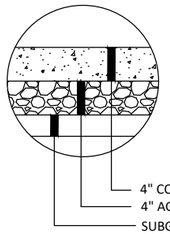
6" CONCRETE DRIVEWAY PAVEMENT (2531)
6" AGGREGATE BASE CL. 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

CONCRETE DRIVEWAY/PEDESTRIAN RAMP
NOT TO SCALE



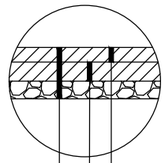
3" TYPE SP 9.5 WEARING COURSE - (SPWEA240C) (2360)
6" AGGREGATE BASE CL. 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

BITUMINOUS DRIVEWAY
NOT TO SCALE



4" CONCRETE SIDEWALK PAVEMENT (2521)
4" AGGREGATE BASE CL. 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

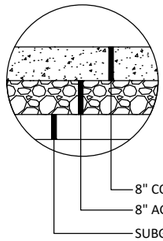
CONCRETE WALK
NOT TO SCALE



2" TYPE SP 9.5 WEARING COURSE (SPWEA240B) (2360)
(PAID AS OVERLAY PAVEMENT WHERE OVERLAY IS SPECIFIED, PAID AS 2" BITUMINOUS PATCH WHERE NO OVERLAY IS SPECIFIED)
2" TYPE SP 9.5 WEARING COURSE (SPWEA240B) (2360)
(PAID AS "BITUMINOUS PATCH")
REMOVE/ SHAPE IN-PLACE AGGREGATE BASE/ RUBBILIZED PAVEMENT AS REQUIRED (INCIDENTAL)

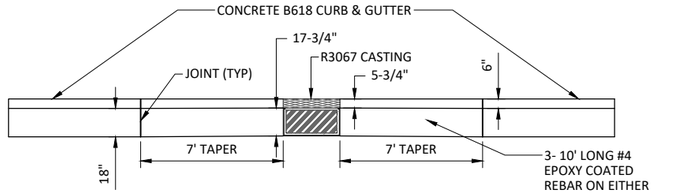
NOTE:
SAW CUT ALL ADJACENT PAVEMENT EDGES AND APPLY TACK MATERIAL TO ALL EDGES. DEPTHS SHOWN ARE MINIMUM. MATCH EXISTING PAVEMENT AND AGGREGATE BASE DEPTHS. PREPARE SUBGRADE TO APPROVAL OF THE CITY.

2" BITUMINOUS PATCH
NOT TO SCALE

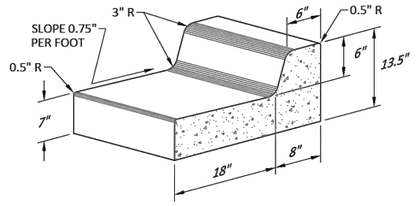


8" CONCRETE DRIVEWAY PAVEMENT (2531)
8" AGGREGATE BASE, CL 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

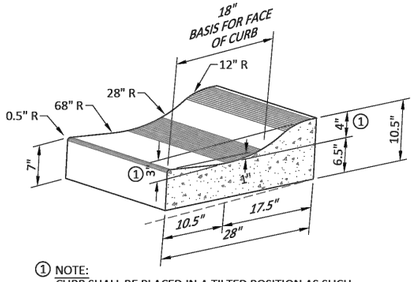
ALLEY APRON CONCRETE PAVEMENT
NOT TO SCALE



CATCHBASIN - CURB DETAIL FOR R-3067
IN "B" STYLE CURB
NOT TO SCALE



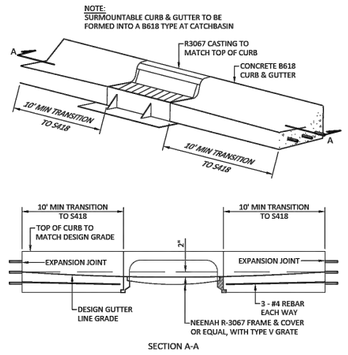
STANDARD DETAIL	STANDARD DETAIL
B618 CONCRETE CURB & GUTTER	NO. 7001J
CITY OF JORDAN	DATE MARCH 2025



① NOTE:
CURB SHALL BE PLACED IN A TILTED POSITION AS SUCH TO PROVIDE A 3" DEPTH FROM THE TOP OF CURB TO THE FLOWLINE WHEN MEASURED ON A LEVEL HORIZONTAL PLANE, AND 4" DEPTH WHEN MEASURED ALONG BACK OF CURB.

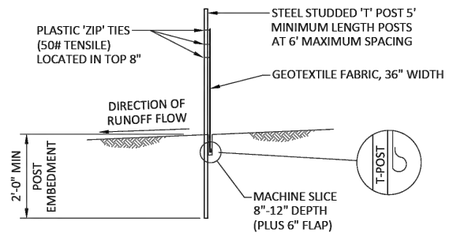
(MODIFIED 5418 EDINA STYLE)

STANDARD DETAIL	STANDARD DETAIL
MOUNTABLE CONCRETE CURB & GUTTER	NO. 7003J
CITY OF JORDAN	DATE MARCH 2025



SECTION A-A

STANDARD DETAIL	STANDARD DETAIL
TRANSITION TO B618 CURB AT CATCH BASIN	NO. 7005J
CITY OF JORDAN	DATE MARCH 2025



STANDARD DETAIL	STANDARD DETAIL
SILT FENCE - MACHINE SLICED	NO. 3002J
CITY OF JORDAN	DATE MARCH 2025

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
DETAILS

SHEET
C1.06

NOTES:
INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED WHEN FULL, NOT FUNCTIONAL, OR WHEN DIRECTED BY THE ENGINEER. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENTS EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL IN THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

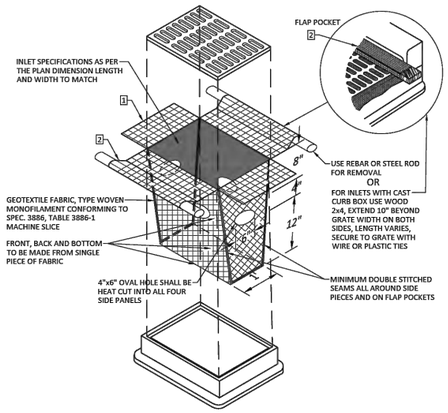
FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2x4.

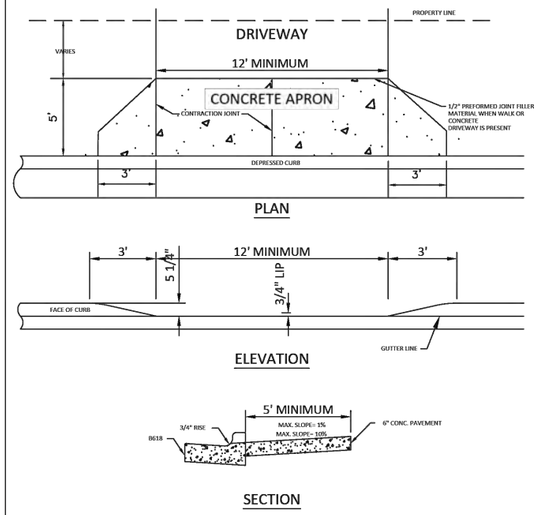
INSTALLATION NOTES:
DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

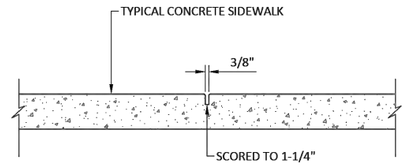
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



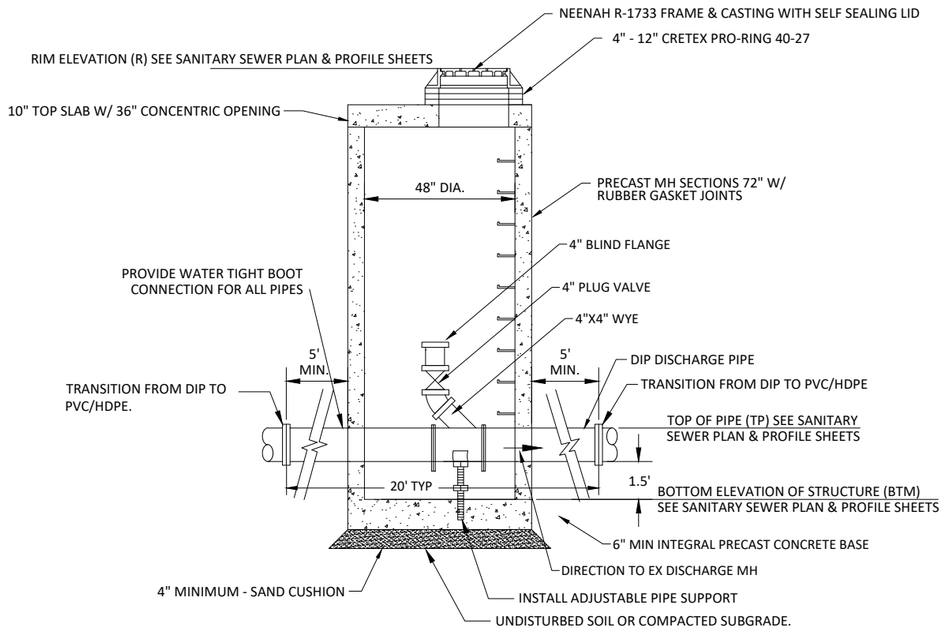
STANDARD DETAIL	STANDARD DETAIL
INLET PROTECTION- GEOTEXTILE BAG	NO. 3012J
CITY OF JORDAN	DATE MARCH 2025



STANDARD DETAIL	STANDARD DETAIL
DEPRESSED CURB WITH DRIVEWAY APRON	NO. 7009J
CITY OF JORDAN	DATE MARCH 2025



STANDARD DETAIL	STANDARD DETAIL
CONTRACTION JOINT	NO. 7008J
CITY OF JORDAN	DATE MARCH 2025



SANITARY SEWER CLEANOUT
NOT TO SCALE

PRELIMINARY PLANS

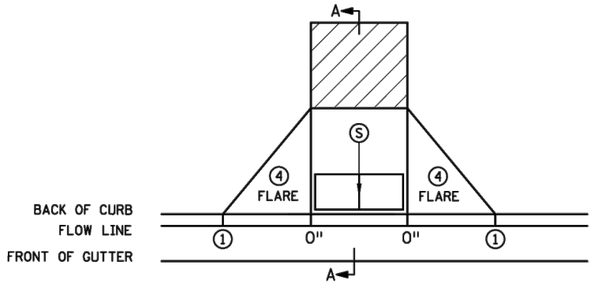
BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

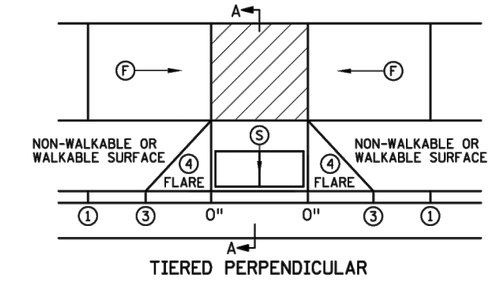
NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
DETAILS

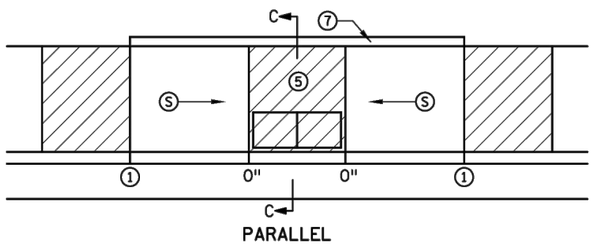
SHEET C1.07



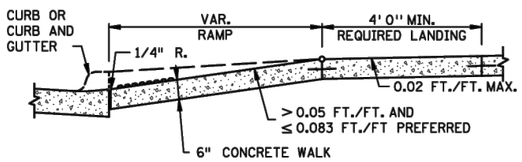
PERPENDICULAR



TIERED PERPENDICULAR

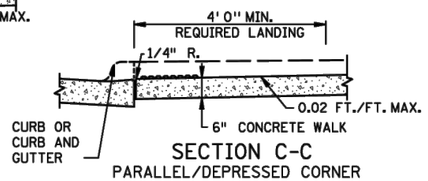


PARALLEL



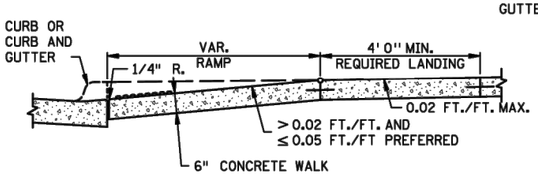
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



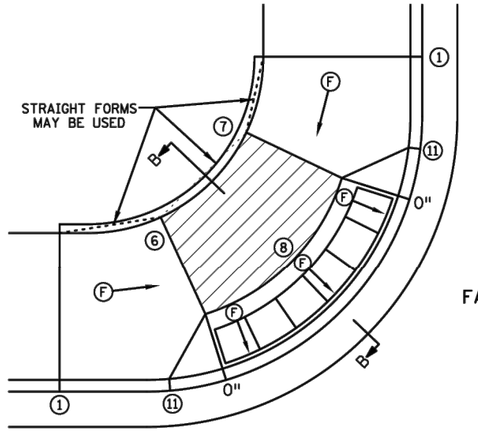
SECTION C-C

PARALLEL/DEPRESSED CORNER

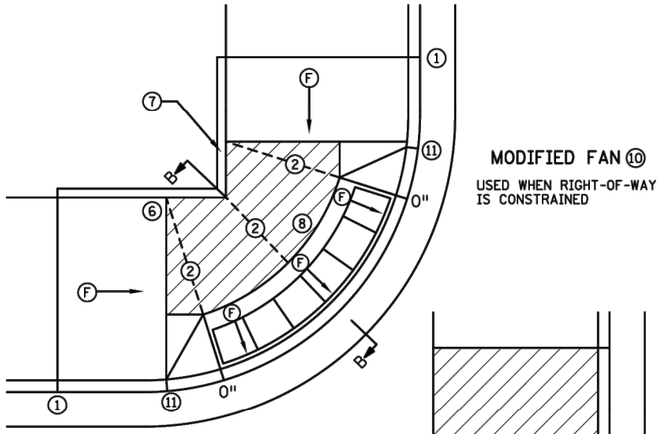


SECTION B-B

FAN

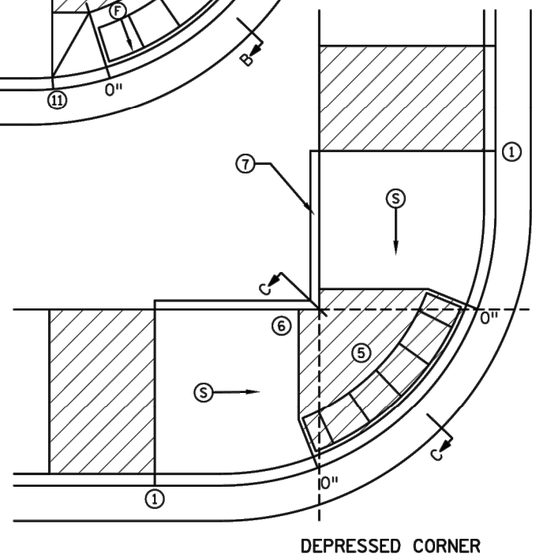


FAN ⑩

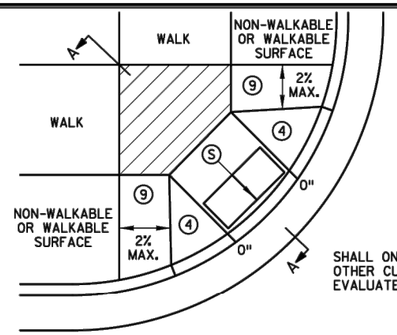


MODIFIED FAN ⑩

USED WHEN RIGHT-OF-WAY IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

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

NOTES:

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%.

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%.

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 SURFACES.

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 RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.

WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

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 THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE 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.

① MATCH FULL HEIGHT CURB.

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

③ 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.

④ SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.

⑤ 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.

⑥ 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)

⑦ 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 LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.

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

⑨ PAVE FULL WALK WIDTH.

⑩ "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

⑪ INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

LEGEND

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

(S) 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%.

(F) 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%.

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.

X" CURB HEIGHT

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	1 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	
				TRUNK HWY.		TOTAL SHEETS	

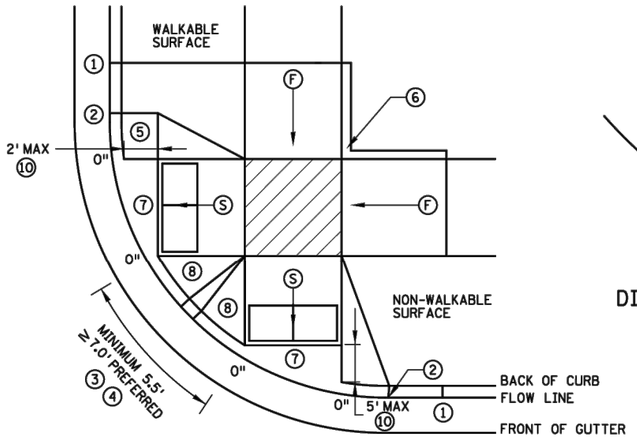
PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

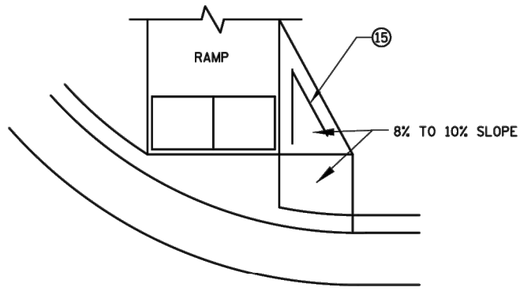
DESIGNED	NO.	ISSUED FOR	DATE
JMB			
DRAWN JMB			
CHECKED LWW			
CLIENT PROJ. NO. 25X.141083000			

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
ADA STANDARD DETAILS

SHEET C1.08

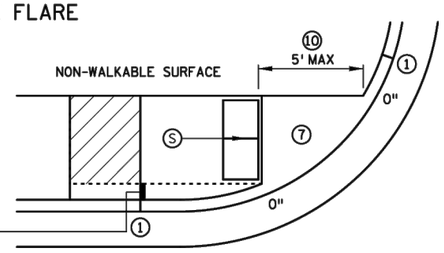


COMBINED DIRECTIONAL

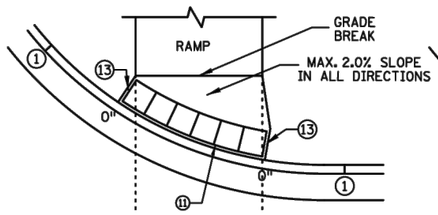


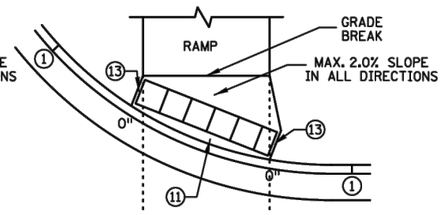
DIRECTIONAL RAMP WALKABLE FLARE

IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.



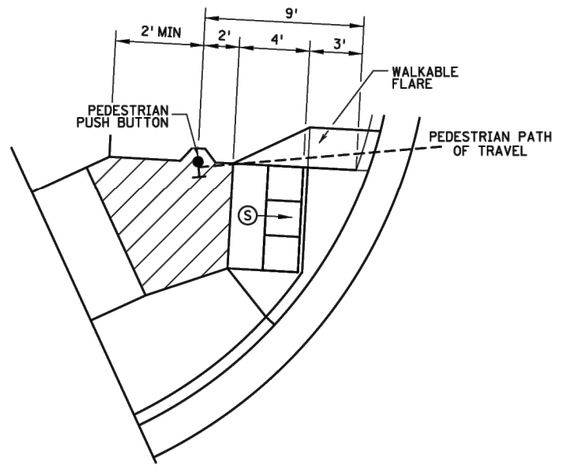
STANDARD ONE-WAY DIRECTIONAL ⑨





DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

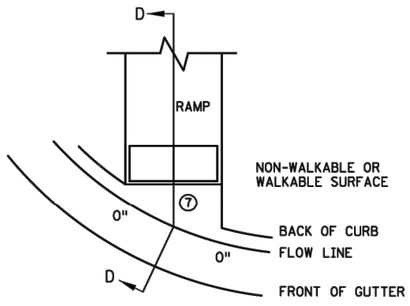
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

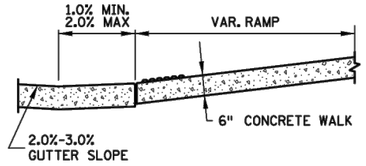


SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





SECTION D-D

CURB FOR DIRECTIONAL RAMPS ⑭

NOTES:

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.

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 SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

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.

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 PROVISION (PROSECUTION OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

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.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

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 THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑩ & ⑪ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

① MATCH FULL CURB HEIGHT.

② 3" HIGH CURB WHEN USING A 3' LONG RAMP
4" HIGH CURB WHEN USING A 4' LONG RAMP.

③ 3" MINIMUM CURB HEIGHT (5.5' MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7' MIN. DISTANCE REQUIRED BETWEEN DOMES).

④ THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.

⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.

⑥ 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.

⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.

⑧ 8% TO 10% WALKABLE FLARE.

⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.

⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.

⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.

⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

⑮ PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

LEGEND

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

Ⓢ 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%.

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.

X" CURB HEIGHT

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	2 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	
				TRUNK HWY.		TOTAL SHEETS	

PRELIMINARY PLANS

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DESIGNED	JMB		
DRAWN	JMB		
CHECKED	LWW		
CLIENT PROJ. NO.	25X.141083000		

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
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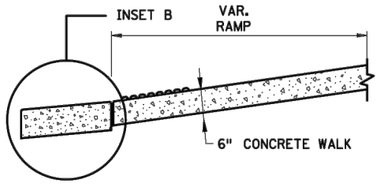
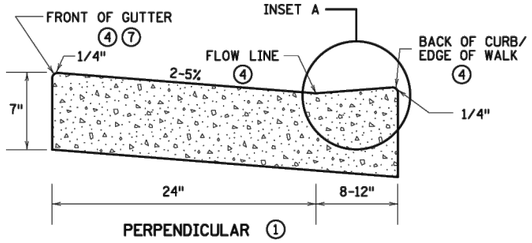
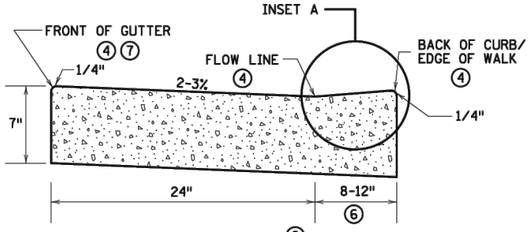
SHEET C1.09

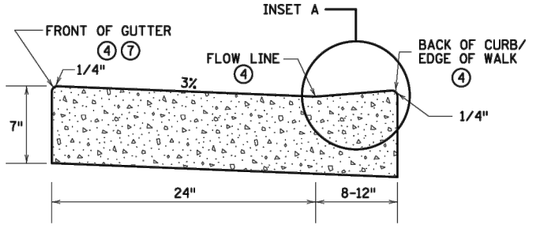




PERPENDICULAR ①

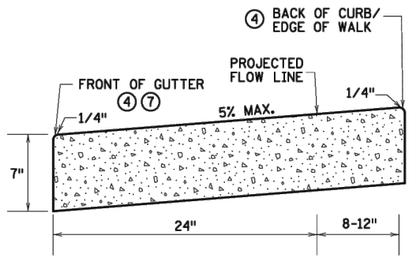


NON PERPENDICULAR ②

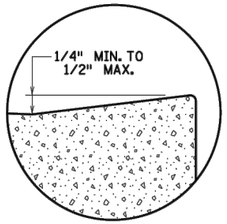


FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

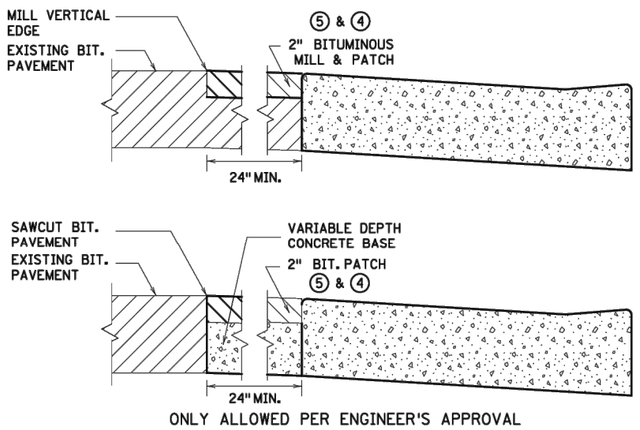
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



INSET B
OUTFLOW GUTTER ⑧



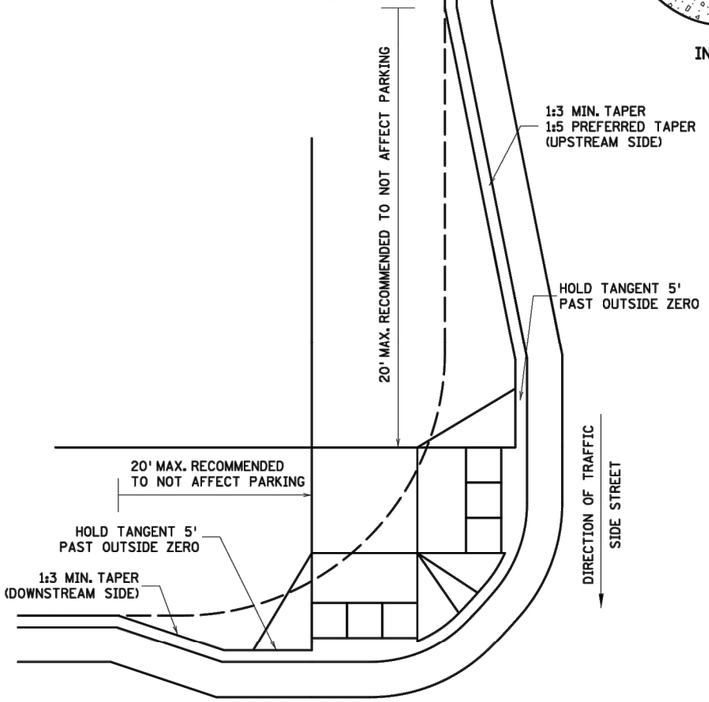
INSET A



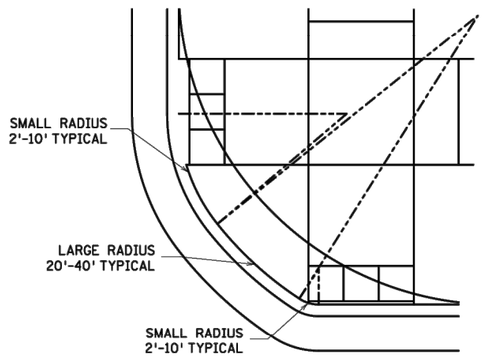
ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED.
PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER STANDARD PLAN 5-297.250	3 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	
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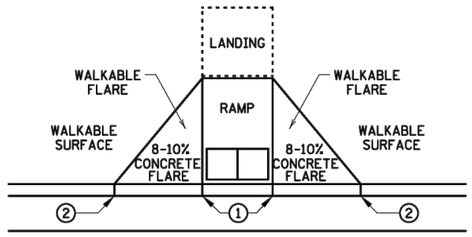
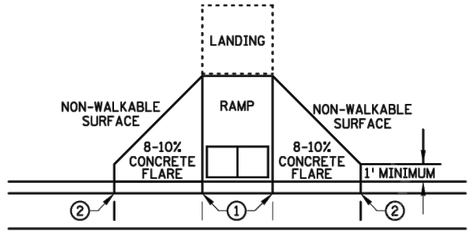
2026 INFRASTRUCTURE IMPROVEMENTS
ADA STANDARD DETAILS

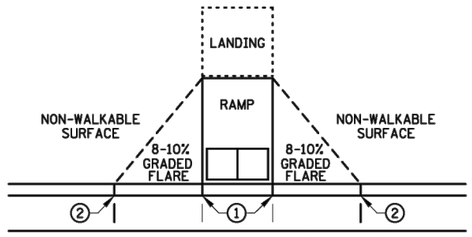
SHEET C1.10



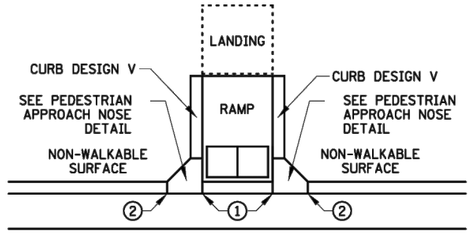
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

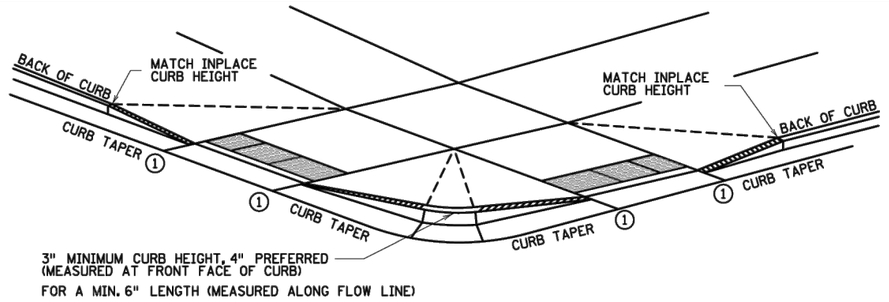


GRADED FLARES

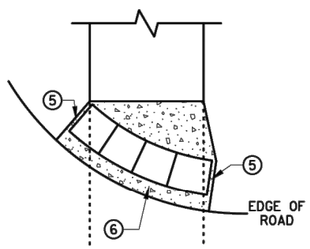


RETURNED CURB ④

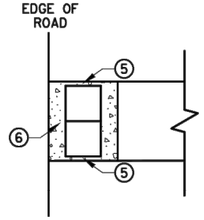
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

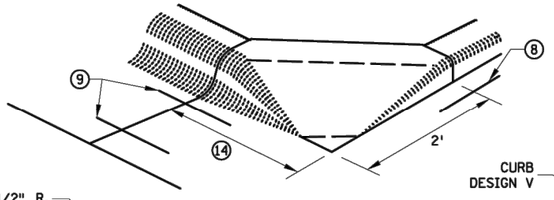


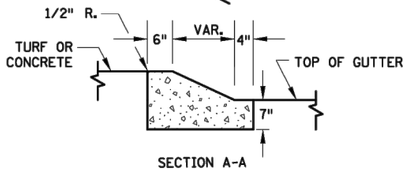
RADIAL DETECTABLE WARNING



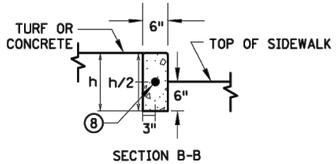
RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

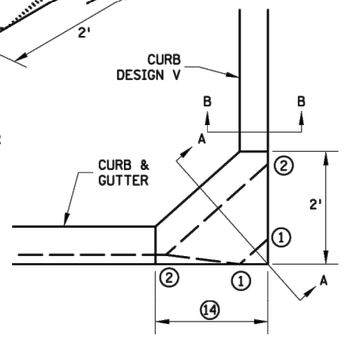




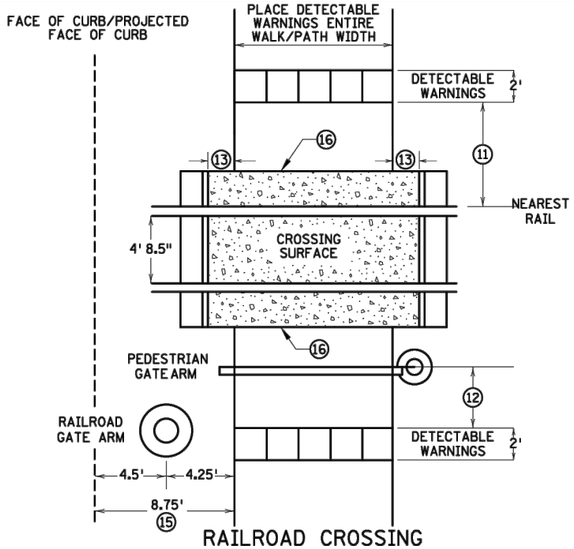
SECTION A-A



SECTION B-B



PEDESTRIAN APPROACH
NOSE DETAIL
(FOR RETURNED CURB
SIDE TREATMENT)



RAILROAD CROSSING
PLAN VIEW

NOTES:

INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.

② FULL CURB HEIGHT.

③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.

④ TYPICALLY USED FOR MEDIANS AND ISLANDS.

⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.

⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS. AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

⑧ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.

⑨ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.

⑩ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6' LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE. CONSTRUCT THESE TAPERS AT 0"-3" AT 8-10%, THEN LESS THAN 5% FROM 3" CURB TO FULL CURB HEIGHT.

⑪ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.

⑫ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑪.

⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.

⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.

⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.

⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

LEAD EXPERT OFFICE: JEFFREY PERKINS, OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI, STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	4 OF 6
DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	
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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
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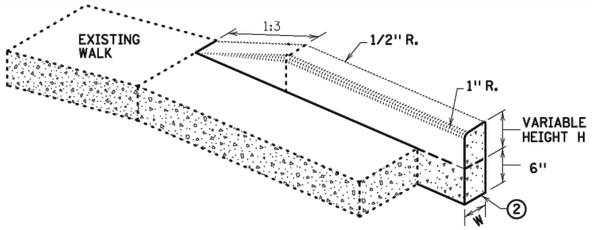
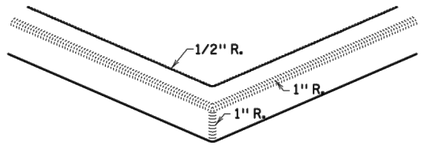
SHEET C1.11



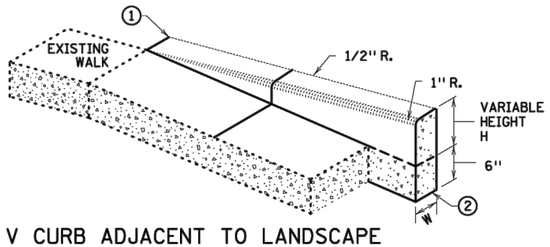
V CURB ADJACENT TO LANDSCAPE

CURB WITHIN SIDEWALK LIMITS



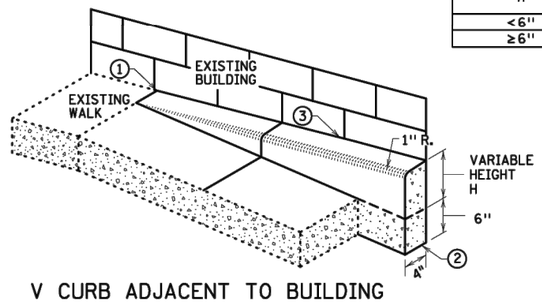
V CURB INTERSECTION

CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"

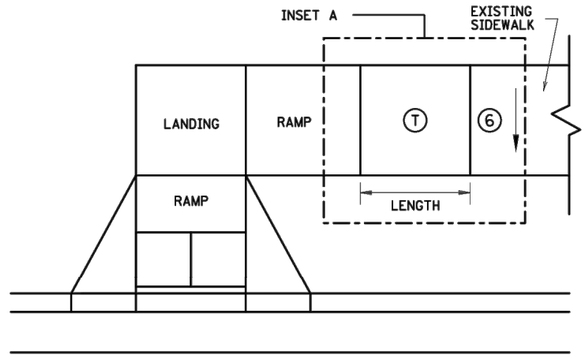


V CURB ADJACENT TO LANDSCAPE

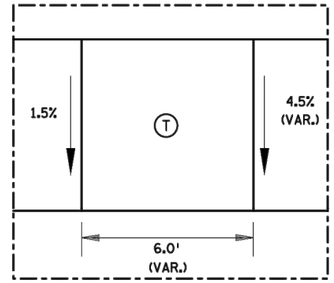
CURB OUTSIDE SIDEWALK LIMITS



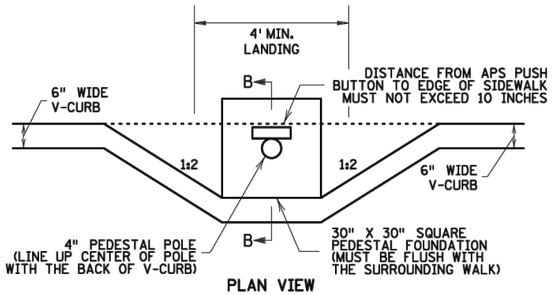
V CURB ADJACENT TO BUILDING OR BARRIER



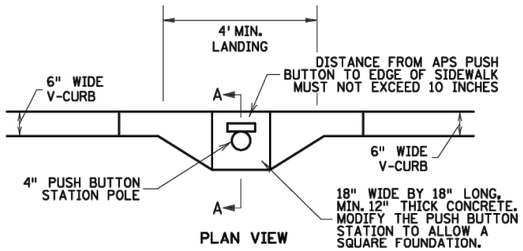
TRANSITION PANEL ④⑤



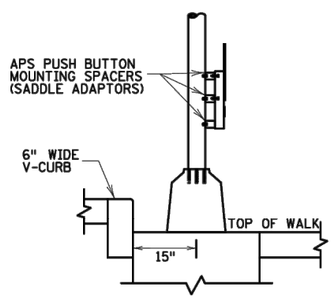
INSET A



PLAN VIEW

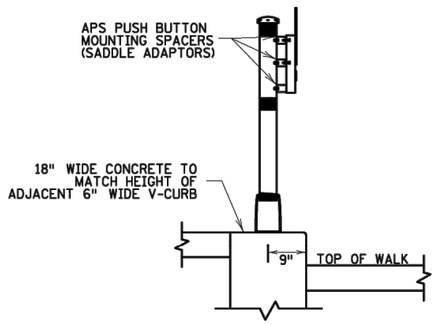


PLAN VIEW



SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

PUSH BUTTON STATION (V-CURB)

NOTES:

A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.

② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.

③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM ½" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.

④ THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.

⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).

⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

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

Ⓢ 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%.

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.

Ⓣ TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	5 OF 6
DEPARTMENT OF TRANSPORTATION		STANDARD PLAN			STATE PROJ. NO. / SHEET NO. / TRUNK HWY. / TOTAL SHEETS	

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
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DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

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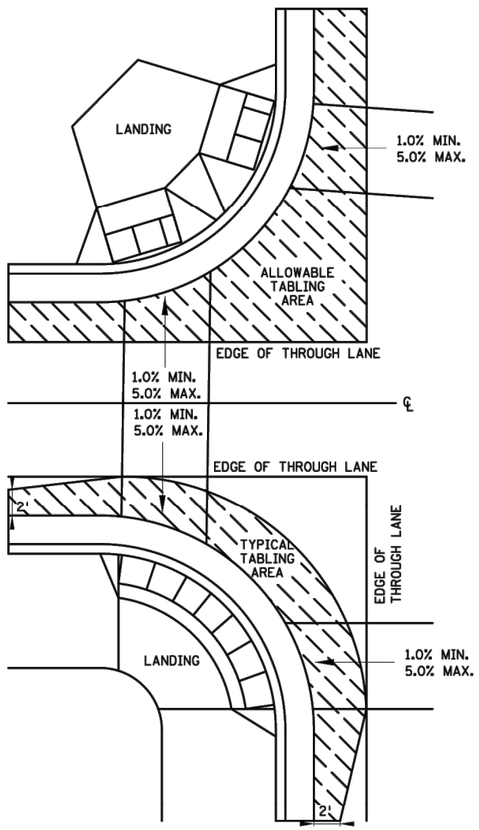
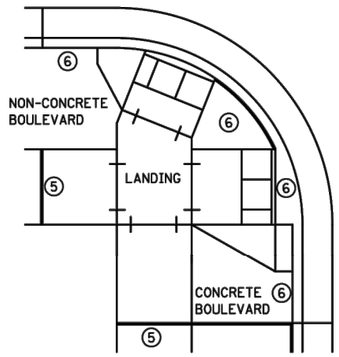
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
ADA STANDARD DETAILS

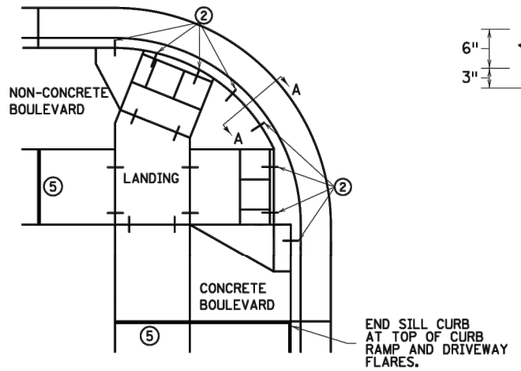
SHEET C1.12



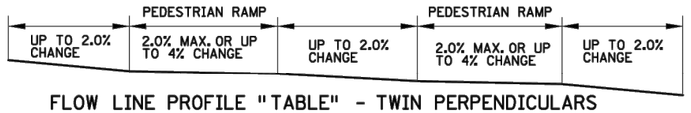
CURB LINE AND ROAD CROSSING ADJUSTMENTS



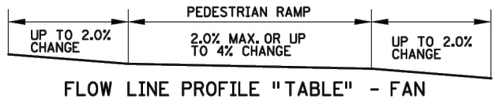
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④ PLACEMENT ON BITUMINOUS ROADWAYS



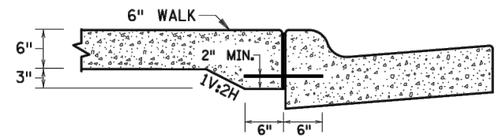
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



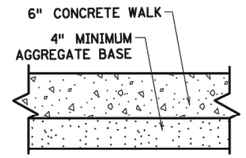
FLOW LINE PROFILE "TABLE" - FAN

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

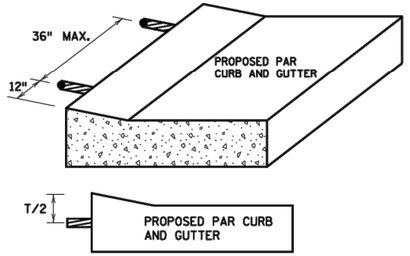
FLOW LINE PROFILE RAISE - FAN



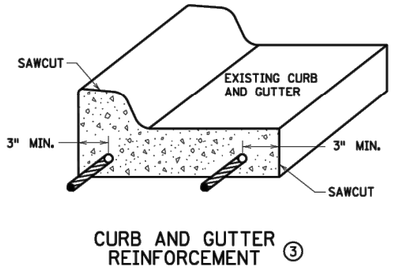
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



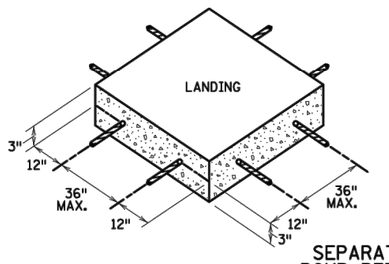
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

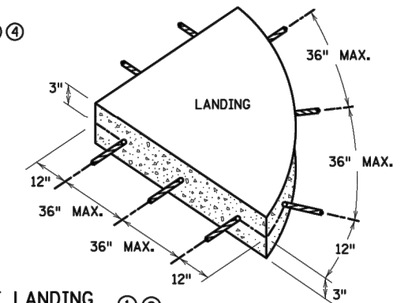


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER ③ REINFORCEMENT





SEPARATE LANDING POUR REINFORCEMENT ①②

GENERAL NOTES:

"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS: ON FULL PAVEMENT REPLACEMENT PROJECTS "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.

② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.

③ DRILL AND GROUT 2 - NO. 4 X 12" LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.

④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.

⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	6 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN		STATE PROJ. NO.	SHEET NO.	
					TRUNK HWY.	TOTAL SHEETS	

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
ADA STANDARD DETAILS

SHEET C1.13

SEE CONSTRUCTION NOTES ON SHEET G0.03

LODGE DRIVE

190TH ST W

HERITAGE TR

FOXBORO WAY

DAKOTA PT

SEE SHEET C6.05

SEE SHEET C6.06

SEE SHEET C6.02

22049040 500 HERITAGE TRL RAYMOND SMITH

22049220 603 LODGE DR

22049210 607 LODGE DR GREG B & BETH A DIETEL

22049200 611 LODGE DR AUBREY JO QUIRAM

22049190 615 LODGE DR DESHANN BROWN

22049180 619 LODGE DR CARLSON JEFFREY B

22049170 623 LODGE DR

22049100 510 LODGE DR RICK R EDLUND

22049090 602 LODGE DR MATTHEW A & DEBORA J W GRAY

22049080 606 LODGE DR MATTHIAS J & ANDREA D EICHTEN

22049070 610 LODGE DR GENE M & JENNIFER M FLYNN

22049060 614 LODGE DR DERRICK TELLERS

22049050 618 LODGE DR MICHAEL J & RACHEL D FRISCH

22049040 622 LODGE DR MATHEW E BOUNDS

22049130 639 LODGE DR MIGUEL SALINAS

22049140 635 LODGE DR ROBERT M TUPY (IRRIGATION PRESENT)

22049150 631 LODGE DR KELSEY M GREENING

22049010 634 LODGE DR MICHAEL CHEESMAN

22049020 630 LODGE DR SCOTT D NORD

22049030 626 LODGE DR JOSEPH SOHNS

22051040 702 LODGE DR GESSMAR A DE ARAUJO

22051030 708 LODGE DR LUIS D DELATORRE

22051020 707 LODGE DR DAVID J HAGEN (IRRIGATION PRESENT)

22051050 706 LODGE DR DANIEL C & DAPHNE A PLETSCH

22051060 711 LODGE DR KEVIN A HUMBERT

22051070 710 LODGE DR KARIE M DANIEL B THURBER

22051080 715 LODGE DR ROLAND JASON JEANOTTE

22051090 719 LODGE DR II WAYNE D MELISA A STOLTZ STOLTZ

22051100 740 COPPER CT MARVIN S/S DE LEON

20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00

28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

97+00 4+00 2+00

R20'

32.3' F-F

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- 1 6" CONCRETE PED RAMP/DRIVEWAY
- 2 4" CONCRETE WALKWAY
- 3 ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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www.bolton-menk.com

CITY OF JORDAN

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
LODGE DR

SHEET C6.01

SEE CONSTRUCTION NOTES ON SHEET G0.03

LODGE DRIVE

220550250
723 LODGE DR
BRADLEY C & KATHLEEN J EKERT

220550260
727 LODGE DR
TIMOREY SAMOYLENKO

220550270
803 LODGE DR
MICHAEL A VOURLOS

220550280
807 LODGE DR
JABS TRUST

220550290
811 LODGE DR
KATIE ELIZABETH ZANDER

220550300
815 LODGE DR
ALAN J & TRACEY L CEPLECHA
(IRRIGATION PRESENT)

220550310
819 LODGE DR
WAYNE M SMITH
(IRRIGATION PRESENT)

220550320
823 LODGE DR
KENNETH W KOESTLER

220550330
827 LODGE DR
STEVEN J MOATS

220550340
831 LODGE DR
MICHAEL L & BETH J JOHNSON
(IRRIGATION PRESENT)

220550350
835 LODGE DR
DOUGLAS R BASTIAN

220550390
789 COPPER CT
ZAVERTANIY SERGEY

220550240
802 LODGE DR
OSCAR SANCHEZ

220550230
806 LODGE DR
TIM SIOUTHAY

220550220
810 LODGE DR
BRENT A & TANYA M GORACKE

220550210
814 LODGE DR
CHRISTOPHER LEE SALINE

220550200
818 LODGE DR
JEFFREY & JULIE BUCHTEL

220550190
822 LODGE DR

220550180
826 LODGE DR
MICHAEL R & CYNTHIA L KALAL

220550170
830 LODGE DR
ROBERT AND CAROL GERMAN TRUST
(IRRIGATION PRESENT)

220550160
834 LODGE DR
CHRISTINA BOEGEMAN

220550150
838 LODGE DR
PATRICK D & JILL A GAFFNEY

220550140
842 LODGE DR
ZACHARY NEIL

220550130
846 LODGE DR
SHERRIN VANSTRØM

220550120
850 LODGE DR
BRIAN A & SAR

220550370
843 LODGE DR
JOSEPH EMIL BARES
(IRRIGATION PRESENT)

220550380
847 LODGE DR
NATHAN G WOOD
(IRRIGATION PRESENT)

220550390
904 LODGE DR
TIMOTHY & MELISSA NIGHTINGALE

220550030
911 LODGE DR
PAUL & LISA WOESTEHOFF

220550040
907 LODGE DR
BETH HALLER

220550050
947 PIONEER CT
JAMES PASS

PIONEER CT

36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 00+05

32.3' F-F

R20'

SEE SHEET C6.03

SEE SHEET C6.07

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
LODGE DR

SHEET C6.02

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.06

LODGE DR

DAKOTA PT

HERITAGE TRL

SEE SHEET C6.06

SEE SHEET C6.04

51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

15+00 16+00

R20' R20' R20' R20'

32.3' F-F

32.3' F-F

LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	1 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	2 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	3 ADJUST CASTING/VALVE BOX

HERITAGE TRAIL

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
LODGE DR

SHEET C6.03

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SEE CONSTRUCTION NOTES ON SHEET G0.03

NOTES:
1. CONTRACTOR TO NOTIFY ENGINEER A MINIMUM OF 3 CALENDAR DAYS PRIOR TO PROPOSED FORCEMAIN WORK.
2. CONTRACTOR AND ENGINEER TO COORDINATE FORCEMAIN SHUTDOWN WITH CITY PUBLIC WORKS.
3. FORCEMAIN SHUTDOWN SHALL NOT EXCEED 6 HOURS.
4. ALL FORCEMAIN REPLACEMENT WORK TO BE PAID UNDER LUMP SUM BID ITEM

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

1 EA SSWR FORCEMAIN CLEANOUT
1 EA ACCESS BOX AND CASTING
6 LF 4" PVC SDR 18 FORCEMAIN
EX 4" PVC FORCEMAIN

53 LF 4" PVC SDR 18 FORCEMAIN

STA: 70+76.39
10.00' LT
INV: 799.34'
1 EA CONNECT TO EX SSWR
1 EA 11.25° BEND
2 EA REMOVE 45° BENDS
56 LF REMOVE 4" PVC FORCEMAIN
CONTRACTOR TO VERIFY DEPTH AND LOCATION IN FIELD

STA: 71+27.99
0.00' LT
INV: 799.34'
1 EA CONNECT TO EX SSWR
1 EA 11.25° BEND
CONTRACTOR TO VERIFY DEPTH AND LOCATION IN FIELD

EXISTING 4" PVC FORCEMAIN

SEE SHEET C6.05

FOXBORO WAY

HERITAGE TRAIL

32.3' F-F

67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 92+00 93+00

R20'

220510280 712 HERITAGE TRL JAMES R & WENDY R BR
220510270 708 HERITAGE TRL BLAINE A SILVERNAGE
220510260 704 HERITAGE TRL CHRISTOPHER FREU (IRRIGATION PRESEN
220510250 700 HERITAGE TRL JENNIFER L COX
220490330 640 HERITAGE TRL MATTSSON KRISTEN M (IRRIGATION PRESENT) (DOG FENCE PRESENT)
220490320 636 HERITAGE TRL VASILIY VIKTOROVC
220490310 632 HERITAGE TRL TONY D STORBAKKE
220490300 628 HERITAGE TR PAUL MILLER
220510030 709 HERITAGE TRL SUTEP & NONGNUT KOTECHOMPOO
220510020 705 HERITAGE TRL DUANE A LARSON
220510010 701 HERITAGE TRL COREY CW BARGMANN
220490510 641 HERITAGE TRL AMANDA L HARRISON
220490500 637 HERITAGE TRL ANGEL P TORRES SMITH
220490490 633 HERITAGE TRL NEAL SCHOOK (IRRIGATION PRESENT)
220490490 633 HERITAGE TRL NEAL SCHOOK (IRRIGATION PRESENT)
220490480 629 HERITAGE TRL MARGARITA D RUOTSI
220490470 625 HERITAGE TRL MARIO A ESTRADA
220490460 621 HERITAGE TRL COLIN M PERRIER
220490450 617 HERITAGE TRL DOUGLAS P & STEPHANIE A POND
220490440 613 HERITAGE TRL BRENDAN HEITKAMP
220490430 609 HERITAGE TRL JONATHAN J & TAMMY SCHLEIFER
220490420 605 HERITAGE TRL JACOB A THEIS
220490280 620 HERITAGE TR KELLI M HOLLINGS
220490270 616 HERITAGE TRL BRITTANY STRANGE
220490260 612 HERITAGE TRL BRICE B MICHKA
220490250 608 HERITAGE TRL DONNA ARMSTRONG
220490240 604 HERITAGE TRL BRADLEY A REMINGTON
220490230 600 HERITAGE TRL THOMAS M JELKIN
220490370 512 HERITAGE TRL BRAD SPOKAS
220490360 508 HERITAGE TRL BENJAMIN SCOTT ARNDT
220490350 504 HERITAGE TRL LOICE C SIGEL
220490380 516 HERITAGE TRL KEVIN MANTHEY

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

CITY OF JORDAN

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
HERITAGE TR

SHEET C6.04

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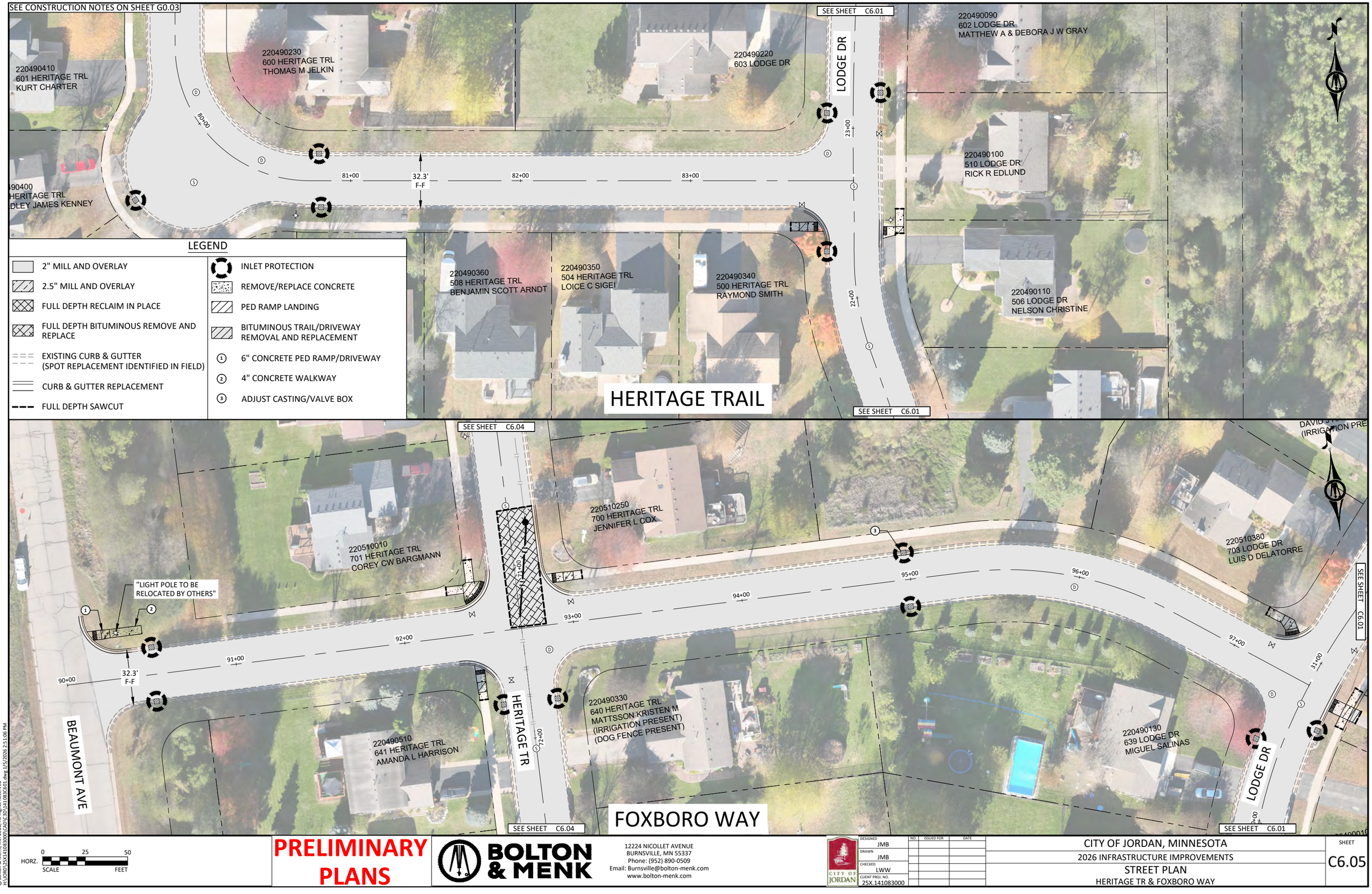

HORZ. SCALE 0 25 50 FEET

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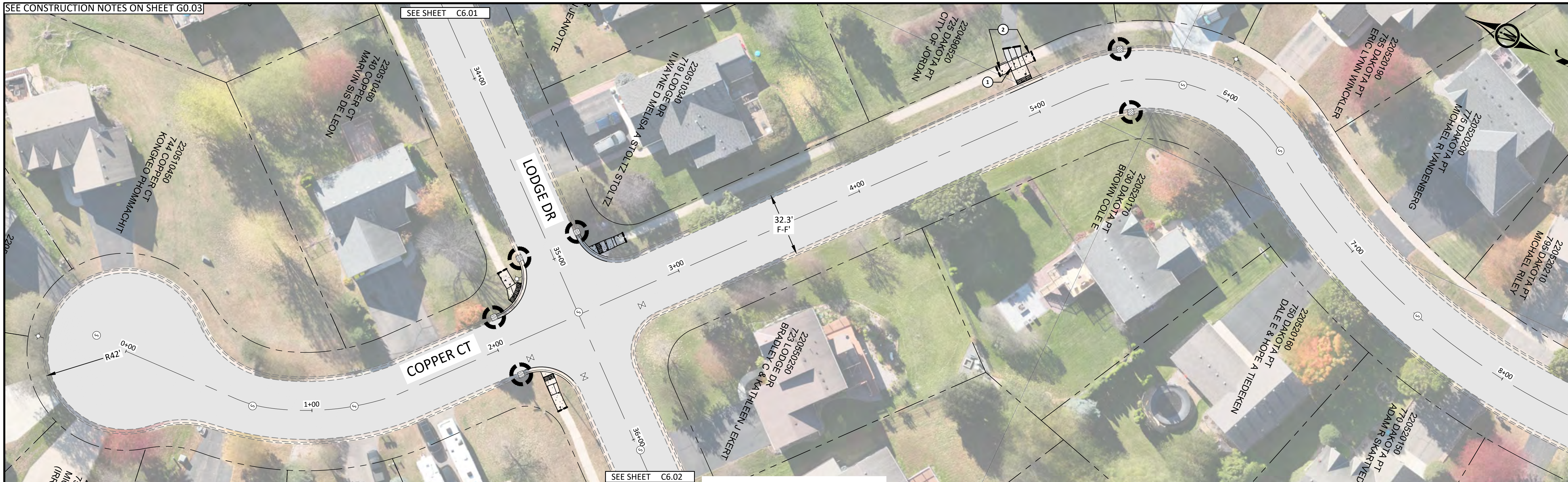
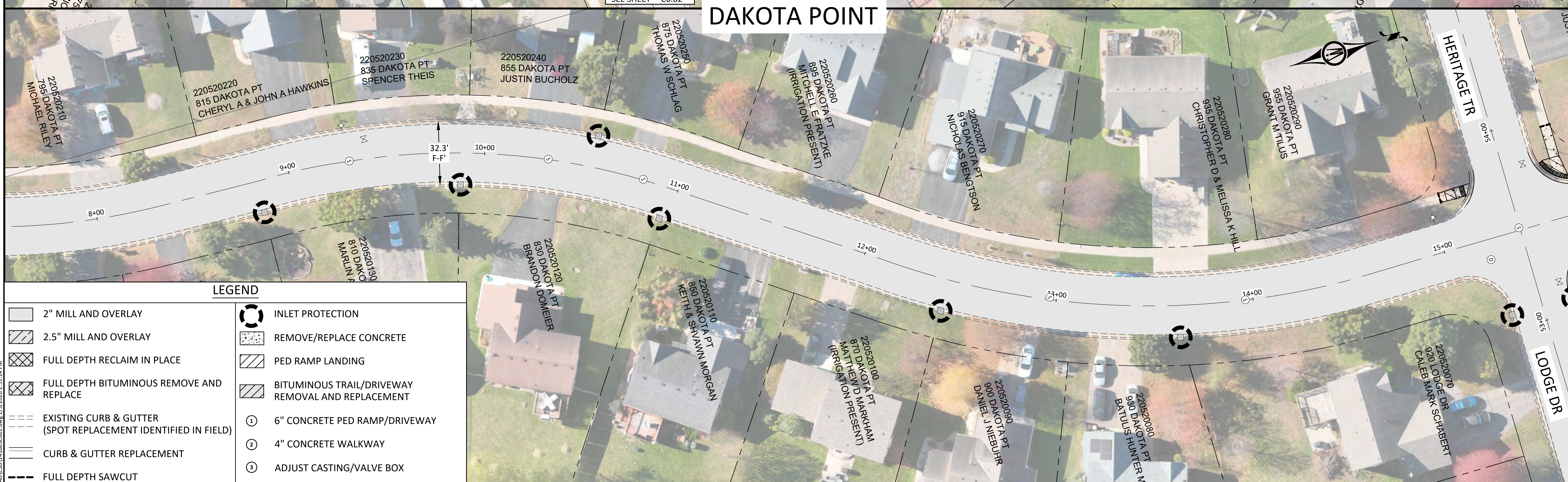
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
HERITAGE TR & FOXBORO WAY

SHEET C6.05

SEE CONSTRUCTION NOTES ON SHEET G0.03


SEE SHEET C6.01
SEE SHEET C6.02
LODGE DR
COPPER CT
R42'
32.3'
F-F'
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
34+00
35+00
36+00
220510460
740 COPPER CT
MARVIN SIS DE LEON
220510450
744 COPPER CT
KONGKEO PHOMMACHIT
220510340
719 LODGE DR
WAYNE D MELISA A STOLTZ STOLTZ
220490520
725 DAKOTA PT
CITY OF JORDAN
220520190
755 DAKOTA PT
ERIC LYNN WINCKLER
220520200
775 DAKOTA PT
MICHAEL R VANDENBERG
220520210
795 DAKOTA PT
MICHAEL RILEY
220520170
730 DAKOTA PT
BROWN COLE E
220520160
750 DAKOTA PT
DALE E & HOPE A TIEDEKEN
220520150
770 DAKOTA PT
ADAM R SKARTVEDT
220500250
723 LODGE DR
BRADLEY C & KATHLEEN J EKERT

DAKOTA POINT


HERITAGE TR
LODGE DR
SEE SHEET C6.07
32.3'
F-F'
8+00
9+00
10+00
11+00
12+00
13+00
14+00
15+00
45+00
23+00
220520210
795 DAKOTA PT
MICHAEL RILEY
220520220
815 DAKOTA PT
CHERYL A & JOHN A HAWKINS
220520230
835 DAKOTA PT
SPENCER THEIS
220520240
855 DAKOTA PT
JUSTIN BUCHOLZ
220520250
875 DAKOTA PT
THOMAS W SCHLAG
220520260
895 DAKOTA PT
MITCHELL E FRATZKE
(IRRIGATION PRESENT)
220520270
915 DAKOTA PT
NICHOLAS BENGTSON
220520280
935 DAKOTA PT
CHRISTOPHER D & MELISSA K HILL
220520290
955 DAKOTA PT
GRANT M TILUS
220520120
830 DAKOTA PT
BRANDON DOMEIER
220520110
850 DAKOTA PT
KEITH & SHAWN MORGAN
220520100
870 DAKOTA PT
MATTHEW D MARKHAM
(IRRIGATION PRESENT)
220520090
900 DAKOTA PT
DANIEL J NIEBUHR
220520080
980 DAKOTA PT
BATULIS HUNTER M
220520070
920 LODGE DR
CALEB MARK SCHABERT

LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	① 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	② 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	③ ADJUST CASTING/VALVE BOX

HORZ. 0 25 50 SCALE FEET

PRELIMINARY PLANS

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12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
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CITY OF JORDAN

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
DAKOTA PT

SHEET C6.06

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.03

SEE SHEET C6.03

SEE SHEET C6.02

SEE SHEET C6.02

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HERITAGE TR

185TH ST W

LODGE DR

DAKOTA POINT

PIONEER COURT

220520280
935 DAKOTA PT
CHRISTOPHER D & MELISSA K HILL

220520290
955 DAKOTA PT
GRANT M TILUS

220520050
917 HERITAGE TRL
JUSTIN L LEE

220520090
900 DAKOTA
DANIEL J NIE

220520070

220520060
923 LODGE DR
SERGEY DUBOVOY

220550390
904 LODGE DR
TIMOTHY & MELISSA NIGHTINGALE

220550380
847 LODGE DR
NATHAN G WOOD
(IRRIGATION PRESENT)

220550370
843 LODGE DR
JOSEPH EMIL BARES
(IRRIGATION PRES

220550050
947 PIONEER CT
JAMES PASS

220550060
951 PIONEER CT
JEFFREY B & PAULINE M SOHLER

220550070
955 PIONEER CT
BEAU E JOHNSON

220550080
960 PIONEER CT
SCOTT A & LEAH R GREGORIA

220550110
970 PIONEER CT
AHMED RAHMA HASSAN

220550100
968 PIONEER CT
DAVID L & LORI A MAZANEC

220550090
964 PIONEER CT
THOMAS F JOHNSON

32.3'
F-F

R42'

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
DAKOTA POINT & PIONEER COURT

SHEET C6.07

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SEE CONSTRUCTION NOTES ON SHEET G0.03

ERVIN INDUSTRIAN DRIVE

QUAKER AVE

ENTERPRISE DR

B618 CURB & GUTTER

7" CONCRETE VALLEY GUTTER REMOVAL AND REPLACE

R30'

40' F-F

SEE SHEET C6.10

SEE SHEET C6.09

160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 130+00 131+00

2202400601 HENTGES DEVELOPMENT LLC 450 QUAKER AVE

220100601

22024020 300 ERVIN INDUSTRIAL DR MINNESOTA STATE

2202401101 HENTGES DEVELOPM

2202401101 MC REAL ESTATE HOLDINGS LLC 371 ERVIN INDUSTRIAL DR

22024010 B & K PROPERTIES OF JORDAN LLC 375 ERVIN INDUSTRIAL DR

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. 0 25 50 SCALE FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ERVIN INDUSTRIAL AVENUE

SHEET C6.08

SEE CONSTRUCTION NOTES ON SHEET G0.03

ERVIN INDUSTRIAL DRIVE

QUAKER AVE

220240080
397 ERVIN INDUSTRIAL DR
TRIPLE J'S PROPERTIES LLP

220240010
1060 QUAKER AVE
J & G ENGEL LLC

220240010
1060 QUAKER AVE
J & G ENGEL LLC

220240070
395 ERVIN INDUSTRIAL DR
TRIPLE J'S PROPERTIES LLP

176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00

39.3'
F-F

R45'

LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	1 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	2 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	3 ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ERVIN INDUSTRIAL AVENUE

SHEET C6.09

SEE SHEET C6.08

SEE CONSTRUCTION NOTES ON SHEET G0.03

ERVIN INDUSTRIAL DR

168+00

169+00

130+00

131+00

132+00

133+00

134+00

135+00

136+00

137+00

38' F-F

HENTGES DEVELOPMENT LLC
202400030

HENTGES DEVELOPMENT LLC
229180061

811 ENTERPRISE DR
220660010
(IRRIGATION PRESENT)

LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	1 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	2 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	3 ADJUST CASTING/VALVE BOX

ENTERPRISE DRIVE

141+00

140+00

139+00

138+00

142+00

143+00

38' F-F

CORPORATE DR

620 CORPORATE DR
220960010
MINGER PROPERTIES LLC

851 ENTERPRISE DR
220660020

801 CORPORATE DR
220770011
STEVEN M HENTGES

SEE SHEET C6.11

HORZ. 0 25 50
SCALE FEET

PRELIMINARY PLANS

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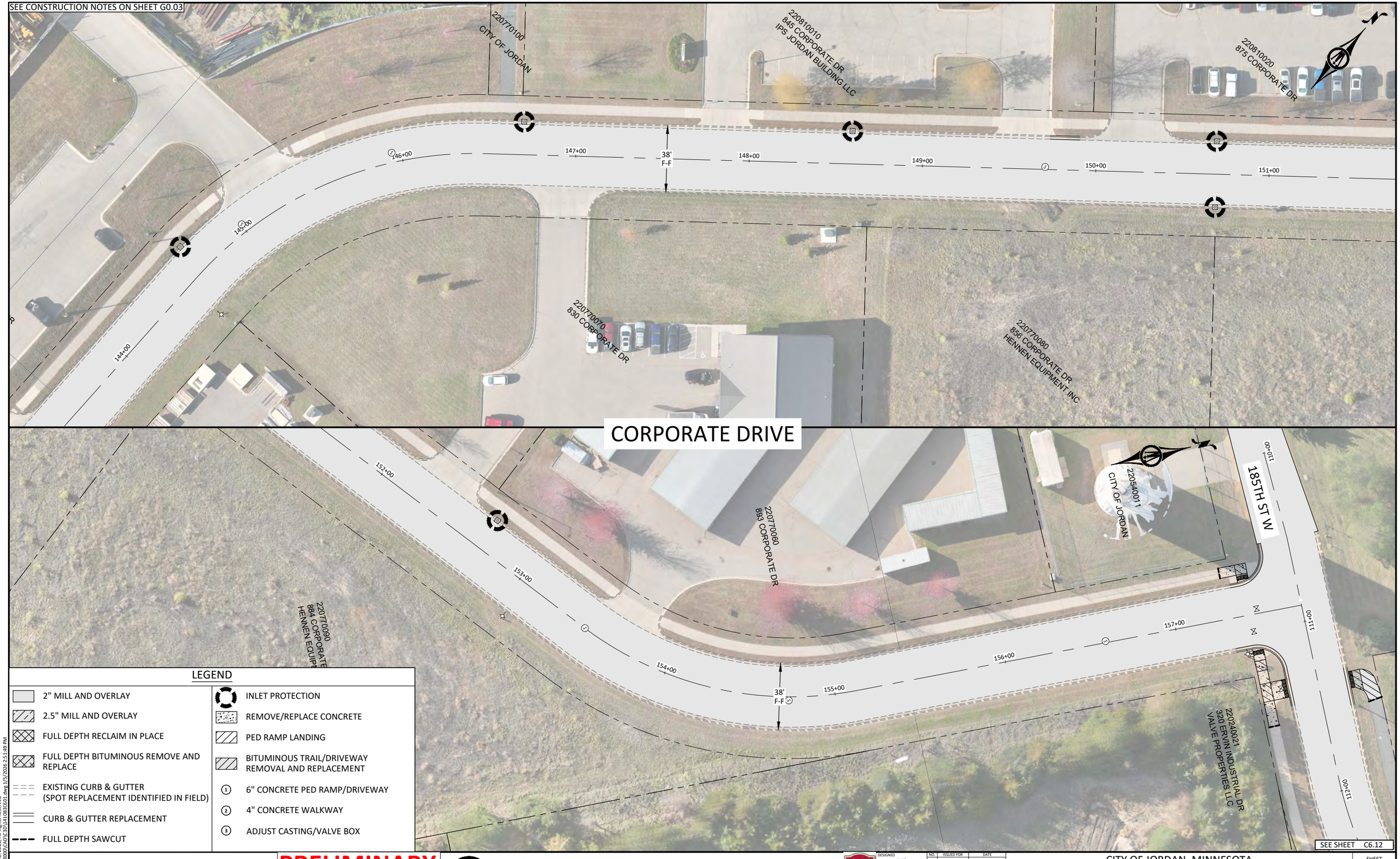
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ENTERPRISE DRIVE & CORPORATE DRIVE

SHEET
C6.10

SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

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STREET PLAN
ENTERPRISE DRIVE & CORPORATE DRIVE

SHEET C6.11

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SEE CONSTRUCTION NOTES ON SHEET G0.03

185TH STREET WEST

BRADBURY WAY

BRADBURY CIR

CORPORATE DR

CHATUM LN

QUAKER AVE

110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00

119+00 120+00 121+00 122+00 123+00 124+00 125+00

118+00

157+00

R15'

R25'

34.7' F-F

220980010
300 BRADBURY WAY
300 BRADBURY LLC
(IRRIGATION PRESENT)

220980030
CITY OF JORDAN

220610050
ALLEN HOMES CORPORATION

220610210
ALLEN HOMES CORPORATION

220540011
CITY OF JORDAN

220240021
320 ERVIN INDUSTRIAL DR
VALVE PROPERTIES LLC

SEE SHEET C6.11

220980020
327 BRADBURY WAY
CITY OF JORDAN

220570260
WEXFORD SQUARE HOMEOWNER ASSO

220570160
WEXFORD SQUARE HOMEOWNER ASSO

099180040
18376 QUAKER AVE
AW PROPERTIES LLC

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. 0 25 50
SCALE FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
185TH STREET WEST

SHEET C6.12

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.14

BROADWAY ST (TH 21)

220020750
115 BROADWAY ST S
JORDAN CENTER LLC

220020740
313 1ST ST E
JORDAN PROPERTIES LLC

220020730
317 1ST ST E
BRANDON FACTOR

220020710
321 1ST ST E
JAMES A TERWEDO

MILL ST

220020620
405 1ST ST E
ANDREW SCOTT JOVAAG

220020610
409 1ST ST E
CORY FARRINGTON

220020600
413 1ST ST E
KOEPSELL-SCHMIEG SARAH

220020590
110 EAST ST
KEVIN M KING

EAST ST

PROTECT EXISTING WALL

R15'

480+00
56.5' F-F
481+00
48' F-F
482+00
483+00
484+00
40' F-F
485+00
486+00
514+00
513+00
501+00
500+00
499+00

220020310
205 BROADWAY ST S
GRANNESET LLC

220020330
CITY OF JORDAN

220020340
308 1ST ST E
JANICE M & MARK D FLICKINGER

220020350
200 MILL ST

220020420
201 MILL ST
DAVID C KRUEGER

220020440
404 1ST ST E
PAUL A & JESSICA L KLOSE

220020450
408 1ST ST E
STANG MARLENE R

220020460
412 1ST ST E
MICHAEL ROIGER

220070020
201 EAST ST

220070030
205 EAST ST

1ST STREET EAST

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- 1 6" CONCRETE PED RAMP/DRIVEWAY
- 2 4" CONCRETE WALKWAY
- 3 ADJUST CASTING/VALVE BOX

231 BROADWAY ST S
THE HUB OF JORDAN LLC

220020380
315 WATER ST
ANTHONY D SCHMIDT

220020360
319 WATER ST
NORA A & HECTOR PEREZ

INSTALL R-3076-V CASTING

511+00

220020530
213 MILL ST
WHERLEY CHADD

220020490
413 WATER ST
AW PROPERTIES LLC

220020480
417 WATER ST
ISABELLE P WHILEY

220020470
CITY OF JORDAN

497+00

220070030
217 EAST ST
JACOB MILLER

229200080
CITY OF JORDAN

490+00
491+00
62.7' F-F
492+00
493+00
494+00
39.7' F-F
495+00
496+00
510+00

R12'

220620110
300 ARABIAN DR
KIM MCCRADY

BROADWAY ST (TH 21)

220050020
301 BROADWAY ST S
HUI LIN

220050032
312 WATER ST
JORDAN AREA FOOD SHELF INC

220050040
316 WATER ST
JOSHUA THOMAS

PROTECT EXISTING WALL

220050050
320 WATER ST
CARDOSO DE GONZALEZ GABRIELA

220050060
CITY OF JORDAN

MILL ST

220050080
400 WATER ST
SCHULTZ CALVIN D & SALLY A

220050090
404 WATER ST
GUNDERSON BENJAMIN M

220050100
408 WATER ST

220050110
412 WATER ST
KAITLYN KIEFFER ERKEL

220050120
416 WATER ST
KOZAK NIKOLAY

220620100
304 ARABIAN DR
RICHARD JAMES DUNBA

WATER STREET

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
1ST STREET EAST & WATER STREET

SHEET C6.13

H:\DRO\25X\141083000\CAD\C3D\141083C602.dwg 1/5/2026 2:52:12 PM

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.13

WATER ST

1ST ST E

EAST STREET

MILL STREET

22005110 412 WATER ST

22005120 416 WATER ST

220020480 417 WATER ST ISABELLE P WHILEY

220020470 CITY OF JORDAN

220020450 408 1ST ST E STANG MARLENE R

220020460 412 1ST ST E MICHAEL ROIGER

220020600 413 1ST ST E KOEP-SELL-SCHMIEG SARAH

220020590 110 EAST ST KEVIN M KING

220070060 211 EAST ST LEON & CLARINE BENDT

220070030 205 EAST ST

220070020 201 EAST ST

220070070 217 EAST ST JACOB MILLER

220620100 304 ARABIAN DR RICHARD JAMES DUNBAR

220620110 300 ARABIAN DR KIM MCCRADY

229200080 CITY OF JORDAN

220020370 208 MILL ST CASSANDRA M BERGEN

220020360 200 MILL ST

220020360 319 WATER ST NORA A & HECTOR PEREZ

220020710 321 1ST ST E JAMES A TERWEDO

220020530 213 MILL ST YWHERLEY CHADD

220020520 209 MILL ST DEANNA M SIMPSON

220020430 205 MILL ST JEFFREY KOSKOVICH

220020420 201 MILL ST DAVID C KRUEGER

220020630 109 MILL ST PAULA F HOLM

220020540 105 MILL ST MAMIE H BUSCH

220020550 101 MILL ST THOMAS J HENNEN

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- 1 6" CONCRETE PED RAMP/DRIVEWAY
- 2 4" CONCRETE WALKWAY
- 3 ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

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DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

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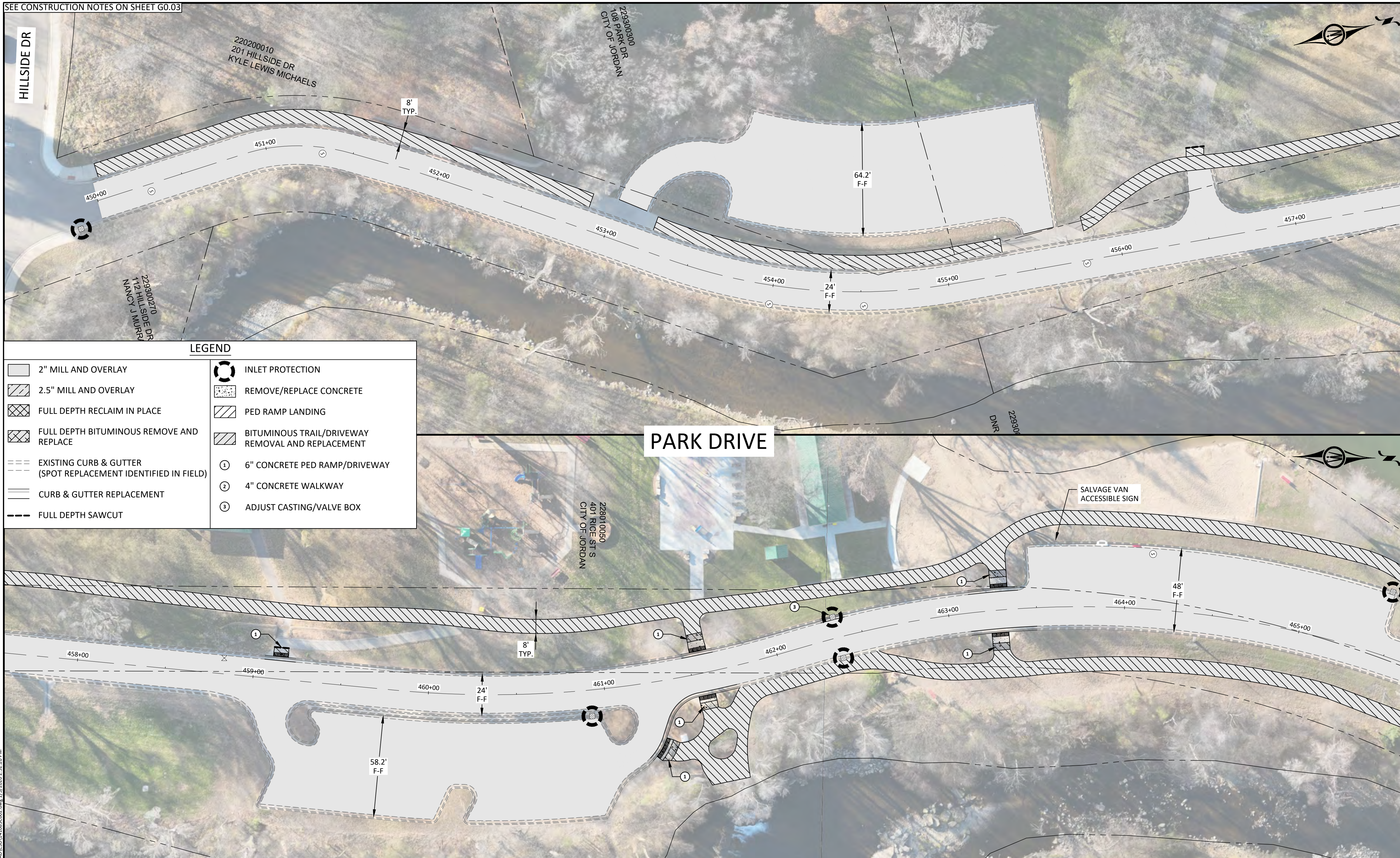
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
EAST STREET & MILL STREET

SHEET C6.14

SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	(1) 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	(2) 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	(3) ADJUST CASTING/VALVE BOX

HORZ. 0 25 50
SCALE FEET

PRELIMINARY PLANS

BOLTON & MENK

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CITY OF JORDAN

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
PARK DRIVE

SHEET C6.15

SEE CONSTRUCTION NOTES ON SHEET G0.03

PARK DRIVE

466+00
467+00
468+00
469+00
470+00
471+00
472+00
473+00
474+00
475+00

58.2'
F-F

48'
F-F

24'
F-F

8'
TYP.

220480020
105 PARK DR
NATHAN A HOVEY

220010371
109 PARK DR
HERSCHEL E COOLEY

220480010
109 SUNSET DR
BRENDA D MILLER

SUNSET DR

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

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HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
PARK DRIVE

SHEET C6.16

SEE CONSTRUCTION NOTES ON SHEET G0.03

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. 0 25 50
SCALE FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
LINCOLN AVENUE

SHEET C6.17

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.21

SEE SHEET C6.19

ODAY DRIVE

36.3' F-F

R44'

R20'

"EXTENSIVE FULL DEPTH PATCHING ANTICIPATED IN THIS AREA"

220800250 853 ODAY DR BUSCH KENNETH W

220800240 845 ODAY DR MICAH J HENNEN

220800230 839 ODAY DR JAMIE ELIZABETH RENNICH

220800170 832 ODAY DR JUSTIN D STROP (IRRIGATION PRESENT)

220800160 824 ODAY DR RICHARD NORMAN SHAVER

220800150 816 ODAY DR PETER J HOZ

220800130 878 ODAY DR (IRRIGATION PRESENT)

220800120 852 ODAY DR ANATOLIY A TABAKOV

220800110 826 ODAY DR

220800100 800 ODAY DR JORDAN CITY

220800090 796 ODAY DR JEREMY D SCHROEDER (IRRIGATION PRESENT)

220800080 ODAY DR UEL B PEDERSON

220800040 797 ODAY DR JOY M ALLEN

220800260 MADISON TRUST CO

220800050 715 WOOD RIDGE CT HOLLY A MOWER

ALEXANDER GEO

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

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HORZ. 0 25 50 SCALE FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ODAY DRIVE

SHEET C6.18

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.21

ODAY DRIVE

36.3' F-F

374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00

SEE SHEET C6.20

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ODAY DRIVE

SHEET C6.19

SEE CONSTRUCTION NOTES ON SHEET G0.03

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

ODAY DRIVE

SAWMILL ROAD

389+00 390+00 391+00 392+00 393+00 394+00

36.3' F-F

R30'

355+00

220850010
103 SAWMILL RD
CITY OF JORDAN

220730030
CITY OF JORDAN

229300150
104 SAWMILL RD
NORBERT PINK

229300100
102 SAWMILL RD

220010020
609 BROADWAY ST S

VARIABLE F-F

350+00 351+00 352+00 353+00 354+00 355+00 356+00

PROTECT EX RRFB SYSTEM

PROTECT EX RRFB SYSTEM

ODAY DR

394+00

HORZ. 0 25 50
SCALE FEET

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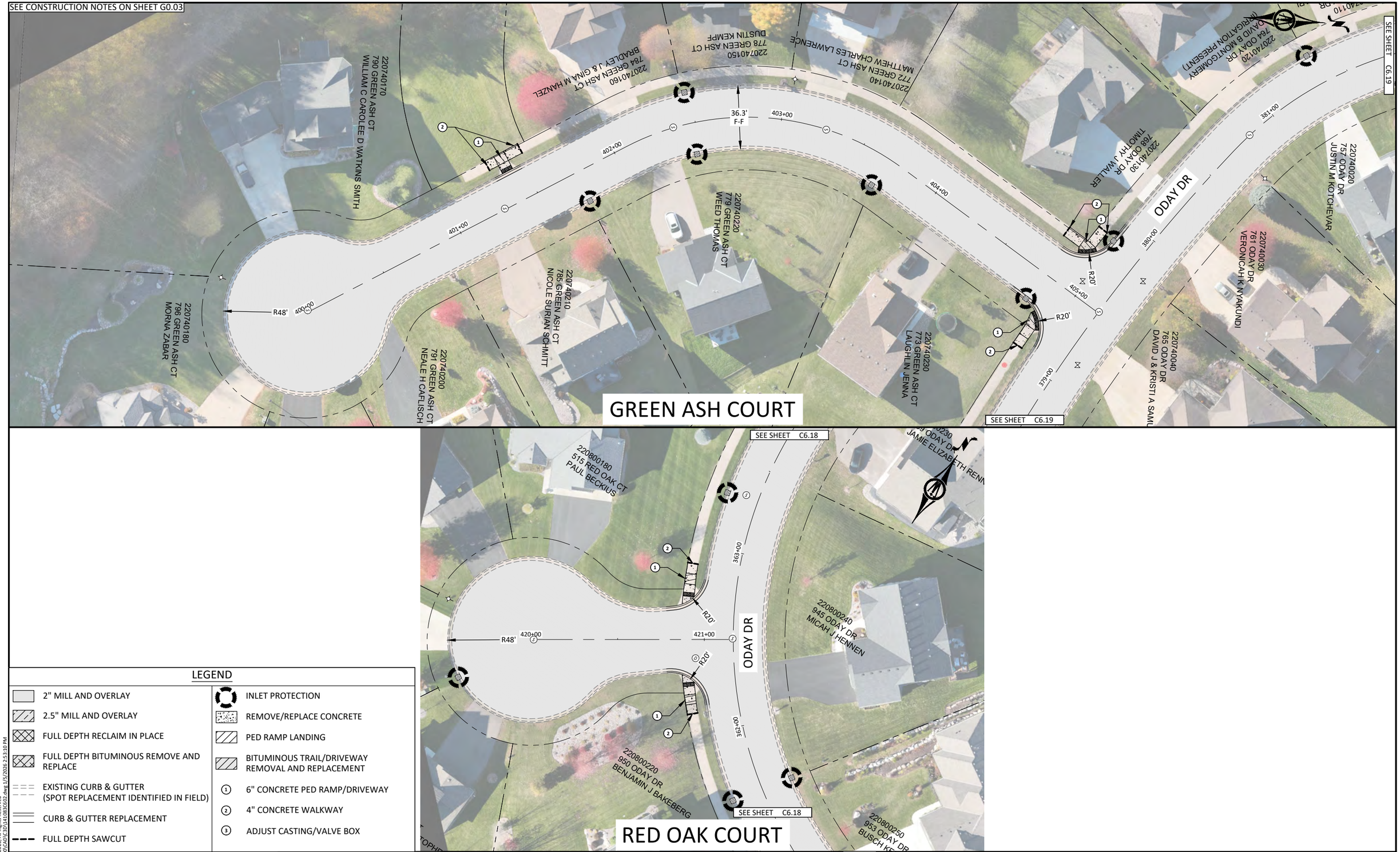
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ODAY DRIVE & SAWMILL ROAD

SHEET C6.20

SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
GREEN ASH COURT & RED OAK COURT

SHEET C6.21

SEE CONSTRUCTION NOTES ON SHEET G0.03

220710010
1128 BRIDLE CREEK DR
CURTIS BERGSHOLM

220710020
1124 BRIDLE CREEK DR
TROY WANGERIN

220710030
1120 BRIDLE CREEK DR
GEORGE LUSKEY
(IRRIGATION PRESENT)

220710040
1116 BRIDLE CREEK DR
JESSE A MORALES

220710050
1112 BRIDLE CREEK DR
BENJAMIN NYLANDER

220710060
1108 BRIDLE CREEK DR
ELAINE E BONNEMA

220710070
1104 BRIDLE CREEK DR
SILBERNAGEL RACHEL

220710080
1100 BRIDLE CREEK DR
LATOUR JANICE M

PROSPECT PT RD

220580260
864 BRIDLE CREEK DR
TRAVIS FREMMING

R20'

230+00 231+00 232+00 233+00 36' F-F 234+00 240+00 235+00 236+00 237+00

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- ① 6" CONCRETE PED RAMP/DRIVEWAY
- ② 4" CONCRETE WALKWAY
- ③ ADJUST CASTING/VALVE BOX

220710710
1117 BRIDLE CREEK DR
TIMOTHY G YOUNG
(IRRIGATION PRESENT)
(DOG FENCE)

220710720
1113 BRIDLE CREEK DR
REBECCA A MILLER
(IRRIGATION PRESENT)

220710730
1109 BRIDLE CREEK DR
KRISTINE R RAUSCH

TRELLIS ST

220710090
901 TRELLIS ST
KAITLYN DANELLE FLAATA

220600290
952 FIRETHORNE TRL
MELVIN ZIERATH

220710101
905 TRE
EVENSC

BRIDLE CREEK DRIVE

BRIDLE CREEK DR

220710090
901 TRELLIS ST
KAITLYN DANELLE FLAATA

220710100
905 TRELLIS ST
EVENSON TRAVIS

220710110
909 TRELLIS ST
TROY M & DEBRA L MAHONEY

220710120
913 TRELLIS ST
CULLEN M BAHN

220710130
917 TRELLIS ST
JEFFREY F KECHELY
(IRRIGATION PRESENT)

220710140
921 TRELLIS ST
MICHAEL PAINTER

220710150
925 TRELLIS ST
THOMAS DAN

220710160
929 TRELLIS ST
SCOTT C PENNEY

220710170
933 TRELLIS ST
NELSON DEREK E

220710180
937 TRELLIS ST
ADAM NIOSI

235+00 240+00 241+00 242+00 36' F-F 243+00 244+00 245+00 246+00 247+00

SEE SHEET C6.23

220710730
1109 BRIDLE CREEK DR
KRISTINE R RAUSCH

220710740
1100 ROSE CT
STEPHANIE L MCENANEY
(IRRIGATION PRESENT)

ROSE CT

220710800
1101 ROSE CT
JOHNSON TAMMY JO M

220710810
928 TRELLIS ST
TONYA PETTIBONE

220710820
932 TRELLIS ST
BROWN ROBERT

220710830
936 TRELLIS ST
JONATHAN R SCHLINGMAN

234+00 261+00

SEE SHEET C6.24

TRELLIS STREET

HORZ. 0 25 50 SCALE FEET

PRELIMINARY PLANS

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12224 NICOLLET AVENUE
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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
BRIDLE CREEK DRIVE & TRELLIS STREET

SHEET C6.22

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SEE CONSTRUCTION NOTES ON SHEET G0.03

TRELLIS STREET

220710180
7 TRELLIS ST
DAM NIOSI

220710190
941 TRELLIS ST
DEREK M BERGER

220710200
945 TRELLIS ST
RACHEL BUESGENS

220710210
949 TRELLIS ST
REAL ESTATE DIVISION LLC

220710220
953 TRELLIS ST
KEVIN BECKER

220710230
957 TRELLIS ST
CHRISTINE D LESSARD

220710240
961 TRELLIS ST
JEREMY M YANTES
(IRRIGATION PRESENT)
(DOG FENCE PRESENT)

220710250
965 TRELLIS ST
MARK EDMUND HABECK

220710260
969 TRELLIS ST
WALDOF NATHAN M

220710270
973 TRELLIS ST
(IRRIGATION PRESENT)
(DOG FENCE)

248+00
249+00
250+00
251+00
252+00
253+00
254+00
255+00
36'
F-F

R20'
R20'

JASMINE LN

220710610
1121 JASMINE LN
SCOTT A & TRACY R MIZSAK

220710850
1120 JASMINE LN
KNUPPEL SANDY

220710840
940 TRELLIS ST
DANNIE G STEFFEN

220710620
971 VINE CIR
MICHAEL J LEVERSON

SEE SHEET C6.24

SEE SHEET C6.25

VINE ST

220710430
1135 TRELLIS ST
SPENCER WOODBURN
(IRRIGATION PRESENT)

220710550
1139 TRELLIS ST
GRACE M CRAMOND

220710540
1143 TRELLIS ST
EMILY PETERSON

220710280
977 TRELLIS ST
PETER L HILGERS

220710270
973 TRELLIS ST
(IRRIGATION PRESENT)
(DOG FENCE)

256+00
257+00
258+00
259+00

VINE CIR

220710260
969 TRELLIS ST
WALDOF NATHAN M

220710620
971 VINE CIR
MICHAEL J LEVERSON

220710680
968 VINE CIR
JEFFREY L & SUSAN M STEINHAUS

SEE SHEET C6.25

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. SCALE 0 25 50 FEET

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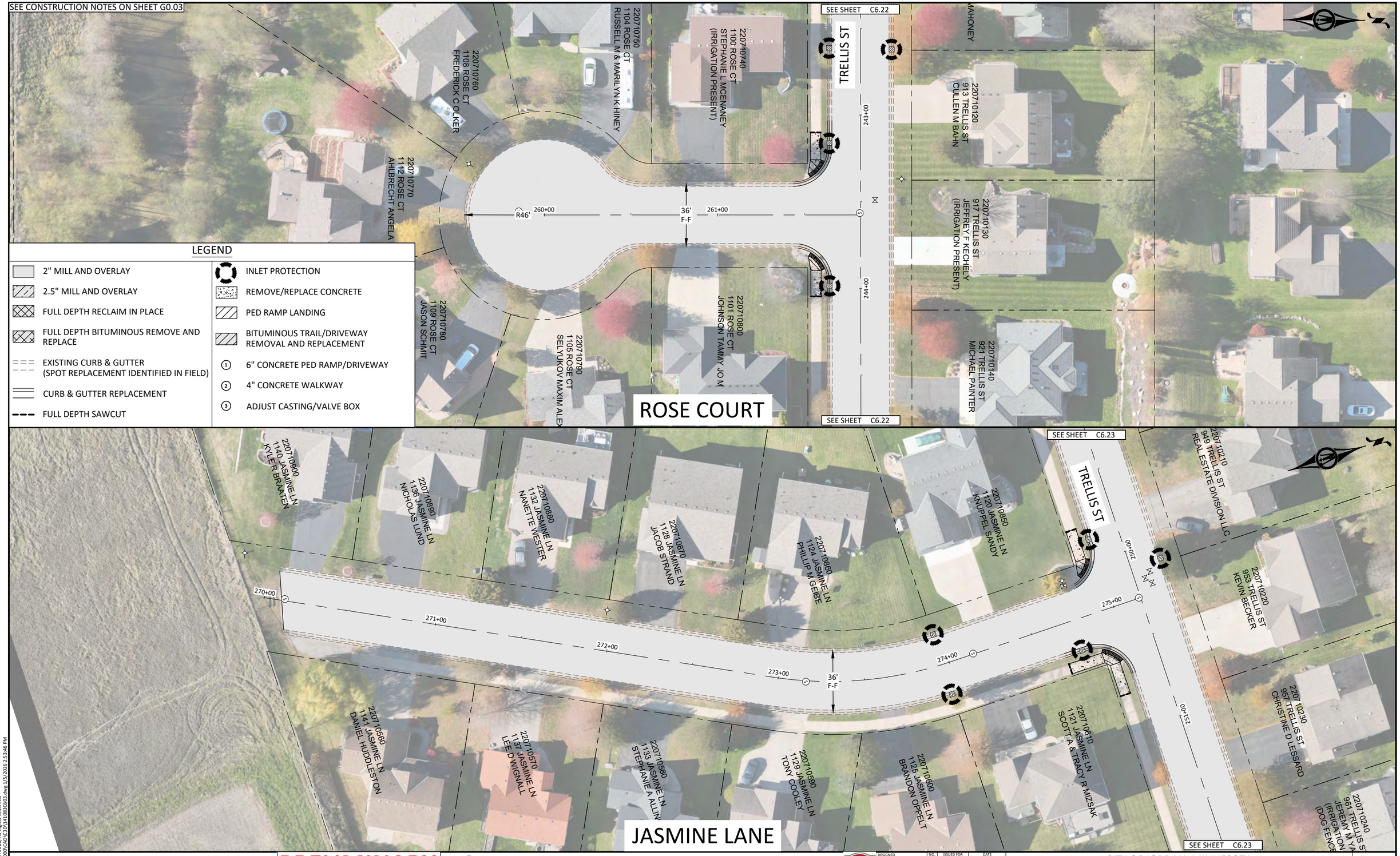
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
TRELLIS STREET

SHEET C6.23

SEE CONSTRUCTION NOTES ON SHEET G0.03

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX



HORZ. SCALE 0 25 50 FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
ROSE COURT & JASMINE LANE

SHEET C6.24

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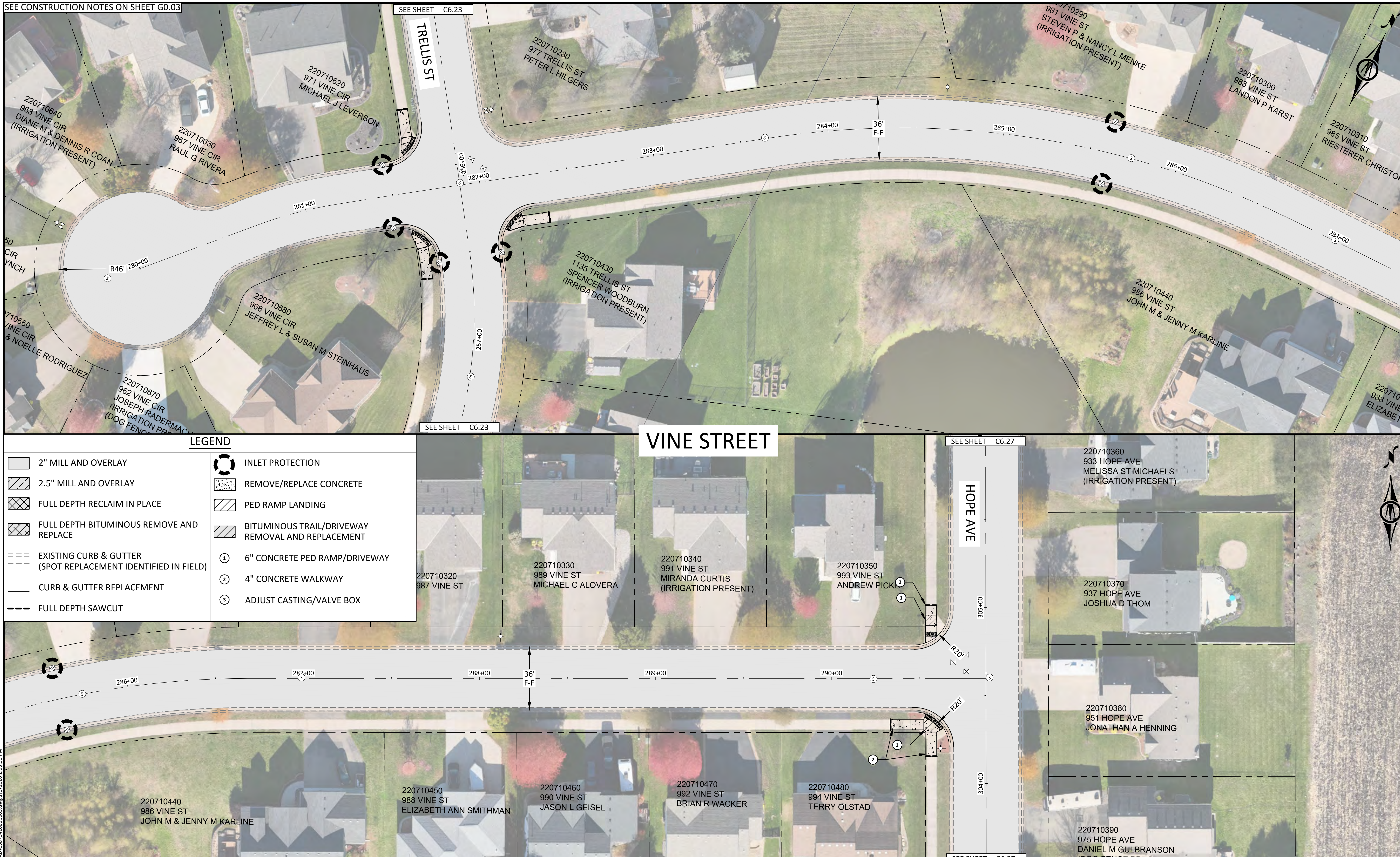

SEE CONSTRUCTION NOTES ON SHEET G0.03
SEE SHEET C6.23
TRELLIS ST
220710620
971 VINE CIR
MICHAEL J LEVERSON
220710640
963 VINE CIR
DIANE M & DENNIS R COAN
(IRRIGATION PRESENT)
220710630
967 VINE CIR
RAUL G RIVERA
220710280
977 TRELLIS ST
PETER L HILGERS
220710290
981 VINE ST
STEVEN P & NANCY L MENKE
(IRRIGATION PRESENT)
220710300
983 VINE ST
LANDON P KARST
220710310
985 VINE ST
RIESTERER CHRISTOPH
36'
F-F
281+00
282+00
283+00
284+00
285+00
286+00
287+00
256+00
257+00
280+00
R46'
220710430
1135 TRELLIS ST
SPENCER WOODBURN
(IRRIGATION PRESENT)
220710680
968 VINE CIR
JEFFREY L & SUSAN M STEINHAUS
220710670
962 VINE CIR
JOSEPH RADERMACH
(IRRIGATION PR
(DOG FENC
220710440
986 VINE ST
JOHN M & JENNY M KARLINE
220710450
988 VINE ST
ELIZABETH A
SEE SHEET C6.23
VINE STREET
SEE SHEET C6.27
HOPE AVE
220710360
933 HOPE AVE
MELISSA ST MICHAELS
(IRRIGATION PRESENT)
220710320
987 VINE ST
220710330
989 VINE ST
MICHAEL C ALOVERA
220710340
991 VINE ST
MIRANDA CURTIS
(IRRIGATION PRESENT)
220710350
993 VINE ST
ANDREW PICKLE
220710370
937 HOPE AVE
JOSHUA D THOM
305+00
R20'
286+00
287+00
288+00
289+00
290+00
36'
F-F
220710380
951 HOPE AVE
JONATHAN A HENNING
304+00
220710440
986 VINE ST
JOHN M & JENNY M KARLINE
220710450
988 VINE ST
ELIZABETH ANN SMITHMAN
220710460
990 VINE ST
JASON L GEISEL
220710470
992 VINE ST
BRIAN R WACKER
220710480
994 VINE ST
TERRY OLSTAD
220710390
975 HOPE AVE
DANIEL M GULBRANSON
(DOG FENCE PRESENT)
SEE SHEET C6.27
HORZ. 0 25 50
SCALE FEET

LEGEND

2" MILL AND OVERLAY	INLET PROTECTION
2.5" MILL AND OVERLAY	REMOVE/REPLACE CONCRETE
FULL DEPTH RECLAIM IN PLACE	PED RAMP LANDING
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	(1) 6" CONCRETE PED RAMP/DRIVEWAY
CURB & GUTTER REPLACEMENT	(2) 4" CONCRETE WALKWAY
FULL DEPTH SAWCUT	(3) ADJUST CASTING/VALVE BOX

PRELIMINARY PLANS

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

CITY OF JORDAN

DESIGNED	DRAWN	CHECKED	CLIENT PROJ. NO.
JMB	JMB	LWW	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
VINE STREET

SHEET
C6.25

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.27

SEE SHEET C6.28

HOPE AVE

WATERFORD WAY

BRIDLE CREEK DR

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

220680170 953 WATERFORD WAY NOAH F METZGER

220680180 949 WATERFORD WAY HENNING BARBARA

220680190 945 WATERFORD WAY KIRK S ROSHOLT

220680200 941 WATERFORD WAY KEVIN MORIN (IRRIGATION PRESENT)

220680210 937 WATERFORD WAY KYLE CUPPY

220680220 933 WATERFORD WAY YAW B SAARRAH-AKYEREKOH

220680230 929 WATERFORD WAY JUSTIN BURTZEL

220680240 925 WATERFORD WAY SCOTT C & SARA R SIEVERS

220680250 921 WATERFORD WAY KIP L MAYER

220680260 917 WATERFORD WAY ADAM LUNDEEN

220680270 913 WATERFORD WAY TODD A CAROLYN C WILSON OTTO

220680280 909 WATERFORD WAY CYNTHIA C & KRISTOFER BOLSTER

220680290 905 WATERFORD WAY ROBERT M & HEATHER M PENLAND (IRRIGATION PRESENT)

220680300 901 WATERFORD WAY CHAD D & AMANDA B ADAMEK

220680310 937 WATERFORD WAY TROY WANGERIN (IRRIGATION PRESENT)

220680320 933 WATERFORD WAY

220680330 929 WATERFORD WAY

220680340 925 WATERFORD WAY

220680350 921 WATERFORD WAY

220680360 917 WATERFORD WAY

220680370 913 WATERFORD WAY

220680380 909 WATERFORD WAY

220680390 905 WATERFORD WAY

220680400 901 WATERFORD WAY

220630010 921 BRIDLE CREEK DR BRAD F & ELIZABETH N MONTRE (IRRIGATION PRESENT)

321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00

308+00 320+00

30' F-F

R20' R20'

0 25 50
HORZ. SCALE FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
WATERFORD WAY

SHEET C6.26

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.28

HOPE AVE

220630010
921 BRIDLE CREEK DR
BRAD F & ELIZABETH N MONTREUIL
(IRRIGATION PRESENT)

220680520
898 HOPE AVE
RYAN T SCHLINGMAN

220680080
897 HOPE AVE
JR,FELIX SARA A ROSADO ROSADO

313+00

332+00 333+00 334+00 335+00 336+00

331+00

30'
F-F

220680330
908 WATERFORD WAY
JERILYN KAY ANTON

220680320
904 WATERFORD WAY
MARK A ZUIKER

220680310
900 HOPE AVE
JACE DEMMERS

220680090
901 HOPE AVE
JENNIFER L SIMON

312+00

SEE SHEET C6.28

WATERFORD WAY

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

SEE SHEET C6.25

VINE ST

300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00

340+00

40'
F-F

SEE SHEET C6.28

R20' R20'

INSTALL R-3076-V CASTING

PERGOLA ST

341+00

220710910
PATRICK J & CONNIE M MARESCH

220710420
1075 HOPE AVE
BRANDON R MOLLY M KAUL HUGHSON
(DOG FENCE PRESENT)

220710410
1051 HOPE AVE
O'NEILL LEIGH

220710400
1005 HOPE AVE
ERIC VULCAN

220710390
975 HOPE AVE
DANIEL M GULBRANSON
(DOG FENCE PRESENT)

220710380
951 HOPE AVE
JONATHAN A HENNING

220710370
937 HOPE AVE
JOSHUA D THOM

220710360
933 HOPE AVE
MELISSA ST MICHAELS
(IRRIGATION PRESENT)

220680160
929 HOPE AVE
ERIK M ANDERSON

220680150
925 HOPE AVE
CURTIS HELGESON

HOPE AVENUE

HORZ. SCALE 0 25 50 FEET

PRELIMINARY PLANS

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
WATERFORD WAY & HOPE AVENUE

SHEET C6.27

SEE CONSTRUCTION NOTES ON SHEET G0.03

SEE SHEET C6.26

SEE SHEET C6.27

WATERFORD WAY

WATERFORD WAY

HOPE AVENUE

22068017O
953 WATERFORD WAY
NOAH F METZGER

22068041O
916 HOPE AVE
TROY WANGERIN
(IRRIGATION PRESENT)

22068042O
912 HOPE AVE
TYLER DANIEL BARTH

22068043O
908 HOPE AVE
GREGORY R NORLAND

22068044O
904 HOPE AVE
ELISABETH MEYER

22068031O
900 HOPE AVE
JACE DEMMERS

22068052O
898 HOPE AVE
RYAN T SCHLINGMAN

22068051O
894 HOPE AVE
RONALD A FRY

22068050O
890 HOPE AVE
ANDREW DAC HOANG

22068014O
921 HOPE AVE
TYLER FRASER

22068013O
917 HOPE AVE
ALEXA TERRELL

22068012O
913 HOPE AVE
KIRK HARTZLER

22068011O
909 HOPE AVE
TYLER JOHN RITTMASTER

22068010O
905 HOPE AVE
JOSEF & WENDY BERRY
(IRRIGATION PRESENT)

22068009O
901 HOPE AVE
JENNIFER L SIMON

22068007O
893 HOPE AVE
CONLEY A JOHNSON

22068006O
889 HOPE AVE
ERIC J KOEHNEN-SULLIVAN

22068005O
885 HOPE AVE
MICHAEL L & SHANNON M ROSS

22068004O
881 HOPE AVE
SETH E ARNOLD

22068003O
877 HOPE AVE
LINDA C WILSON

22068002O
873 HOPE AVE
LINDBECK CAMAS

22068001O
869 HOPE AVE
JEFFREY M & KIRSTEN J SCHLICHTHEIM
(IRRIGATION PRESENT)

22068048O
874 HOPE AVE
COLIN T BREWSTER
(IRRIGATION PRESENT)

22068047O
878 HOPE AVE
BRUCE BROWICZ

22068048O
882 HOPE AVE
PATRICK M ZUPFER

22068049O
886 HOPE AVE
TYLER J SACKETT

22068050O
890 HOPE AVE
ANDREW DAC HOANG

BRIDGE CREEK OF JORDAN INC

308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00

320+00 321+00 334+00 335+00

39.3' F-F

R20'

ADJUST VALVE BOX
VALVE LOCATED IN BACK OF CURB

LEGEND

- 2" MILL AND OVERLAY
- 2.5" MILL AND OVERLAY
- FULL DEPTH RECLAIM IN PLACE
- FULL DEPTH BITUMINOUS REMOVE AND REPLACE
- EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)
- CURB & GUTTER REPLACEMENT
- FULL DEPTH SAWCUT
- INLET PROTECTION
- REMOVE/REPLACE CONCRETE
- PED RAMP LANDING
- BITUMINOUS TRAIL/DRIVEWAY REMOVAL AND REPLACEMENT
- (1) 6" CONCRETE PED RAMP/DRIVEWAY
- (2) 4" CONCRETE WALKWAY
- (3) ADJUST CASTING/VALVE BOX

HORZ. 0 25 50
SCALE FEET

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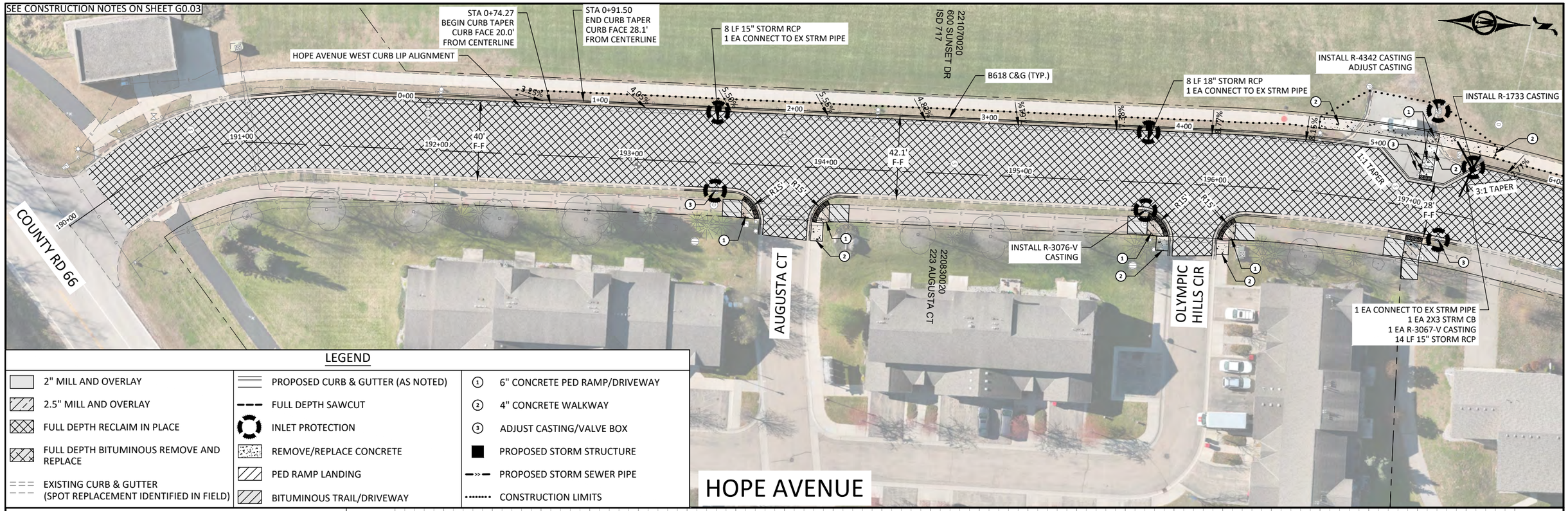
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN
HOPE AVENUE

SHEET C6.28

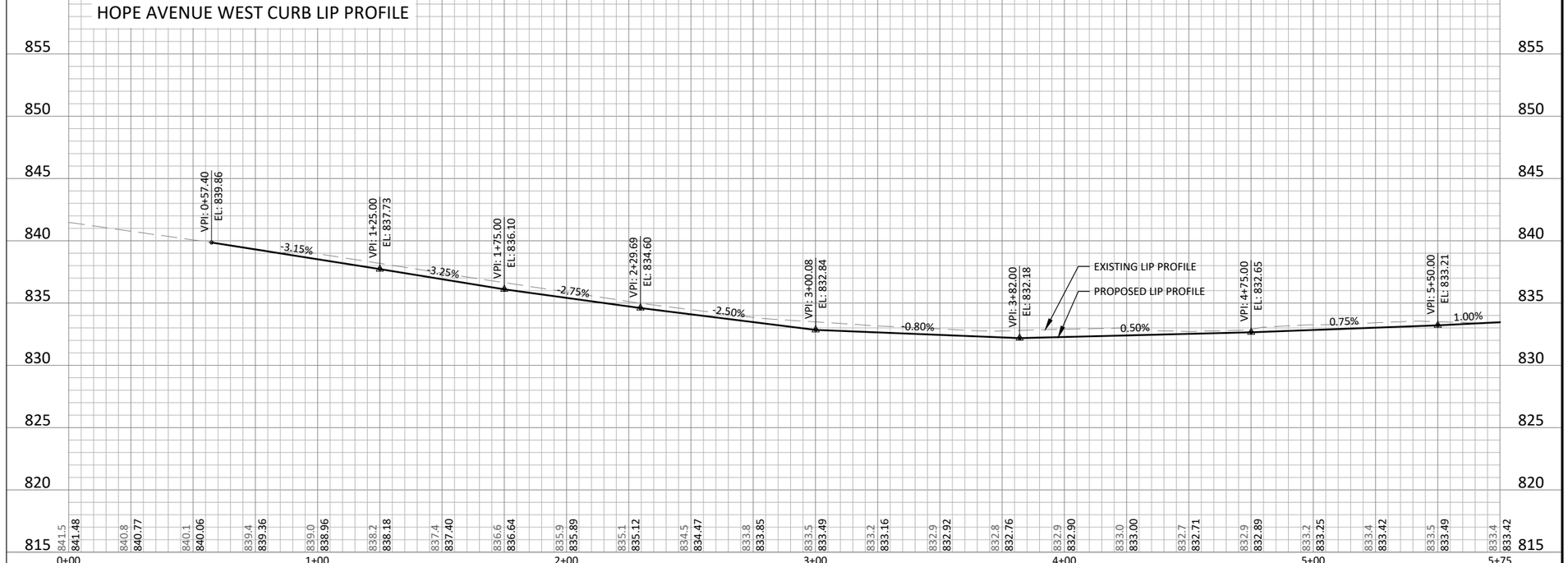
SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

2" MILL AND OVERLAY	PROPOSED CURB & GUTTER (AS NOTED)	1 6" CONCRETE PED RAMP/DRIVEWAY
2.5" MILL AND OVERLAY	FULL DEPTH SAWCUT	2 4" CONCRETE WALKWAY
FULL DEPTH RECLAIM IN PLACE	INLET PROTECTION	3 ADJUST CASTING/VALVE BOX
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	REMOVE/REPLACE CONCRETE	PROPOSED STORM STRUCTURE
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	PED RAMP LANDING	PROPOSED STORM SEWER PIPE
	BITUMINOUS TRAIL/DRIVEWAY	CONSTRUCTION LIMITS

HOPE AVENUE WEST CURB LIP PROFILE



HORZ. SCALE 0 25 50 FEET
VERT. SCALE 0 5 10 FEET

PRELIMINARY PLANS

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CITY OF JORDAN

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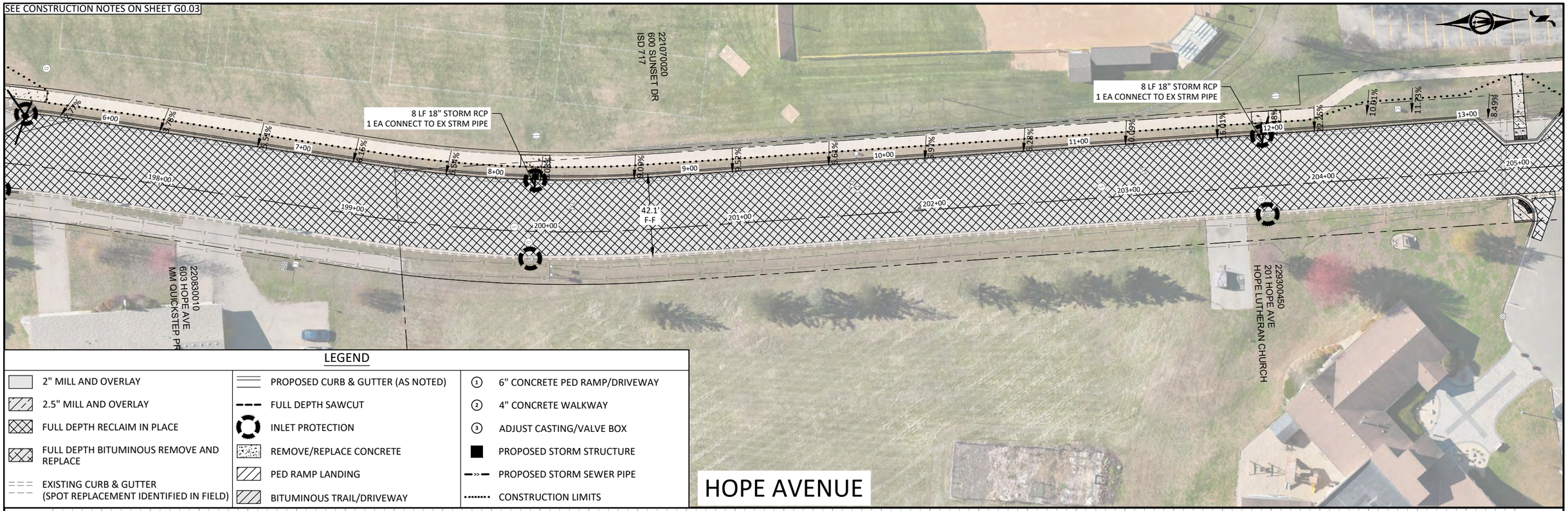
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET & STORM PLAN & PROFILE
HOPE AVENUE

SHEET C6.29

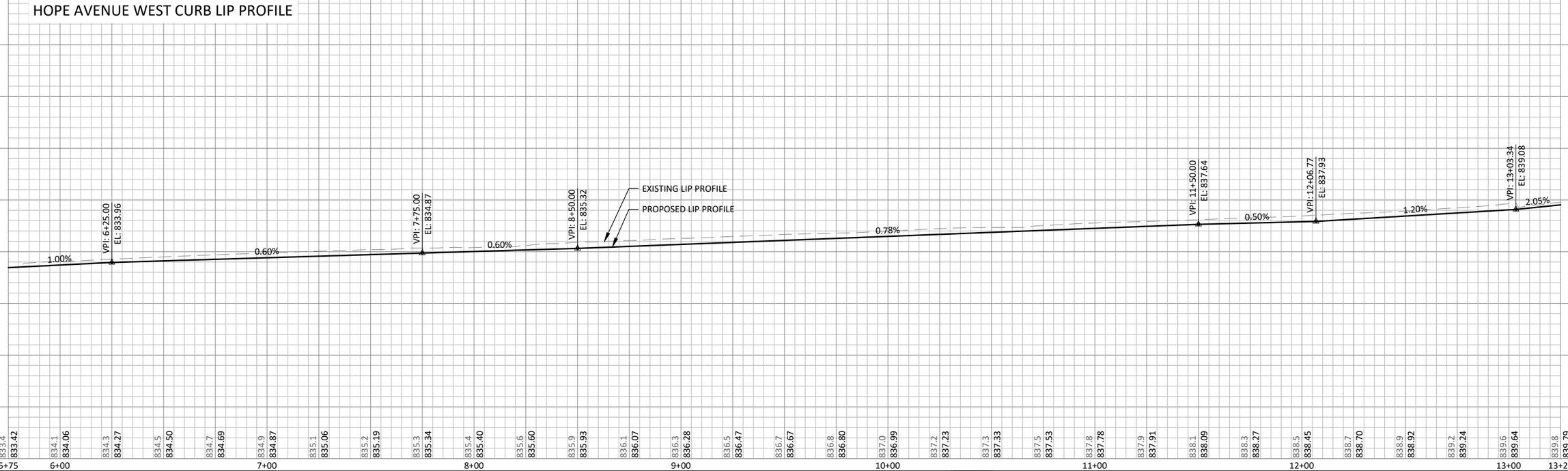
SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

2" MILL AND OVERLAY	PROPOSED CURB & GUTTER (AS NOTED)	① 6" CONCRETE PED RAMP/DRIVEWAY
2.5" MILL AND OVERLAY	FULL DEPTH SAWCUT	② 4" CONCRETE WALKWAY
FULL DEPTH RECLAIM IN PLACE	INLET PROTECTION	③ ADJUST CASTING/VALVE BOX
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	REMOVE/REPLACE CONCRETE	PROPOSED STORM STRUCTURE
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	PED RAMP LANDING	PROPOSED STORM SEWER PIPE
	BITUMINOUS TRAIL/DRIVEWAY	CONSTRUCTION LIMITS

HOPE AVENUE WEST CURB LIP PROFILE



HORZ. SCALE 0 25 50 FEET

VERT. SCALE 0 5 10 FEET

PRELIMINARY PLANS

BOLTON & MENK

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BURNSVILLE, MN 55337
Phone: (952) 890-0509
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CITY OF JORDAN

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET & STORM PLAN & PROFILE
HOPE AVENUE

SHEET C6.30

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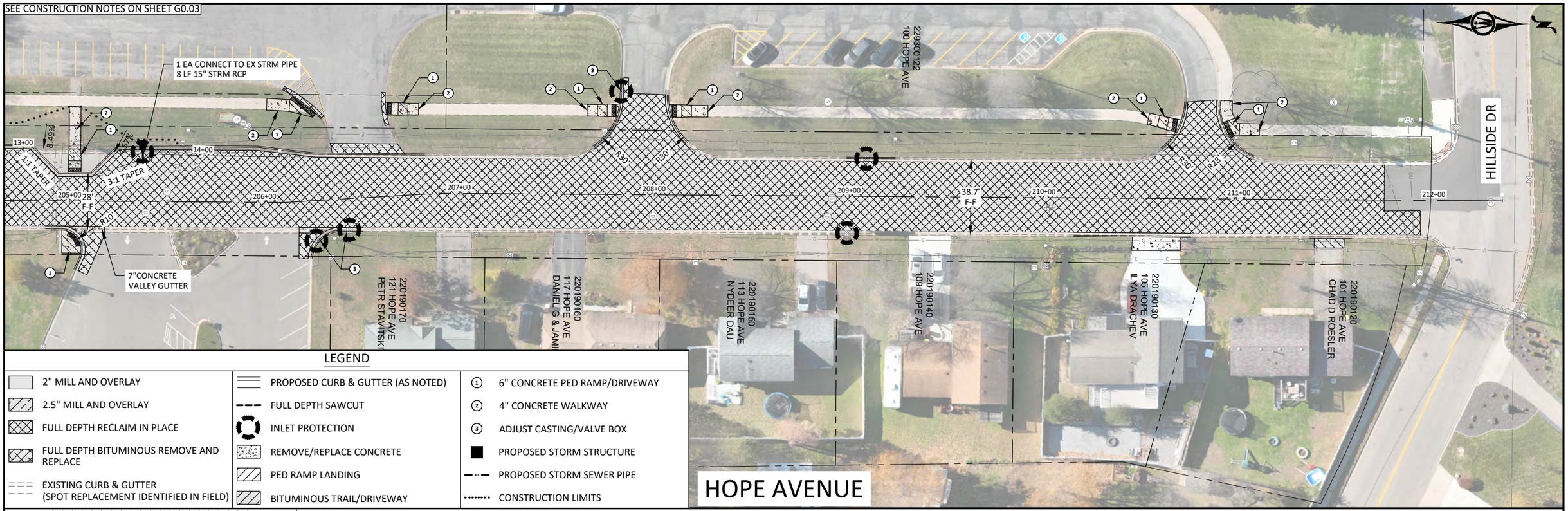
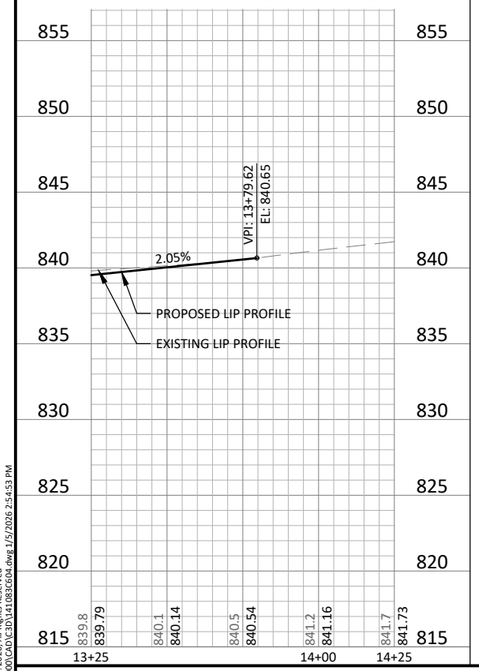
SEE CONSTRUCTION NOTES ON SHEET G0.03



LEGEND

2" MILL AND OVERLAY	PROPOSED CURB & GUTTER (AS NOTED)	1 6" CONCRETE PED RAMP/DRIVEWAY
2.5" MILL AND OVERLAY	FULL DEPTH SAWCUT	2 4" CONCRETE WALKWAY
FULL DEPTH RECLAIM IN PLACE	INLET PROTECTION	3 ADJUST CASTING/VALVE BOX
FULL DEPTH BITUMINOUS REMOVE AND REPLACE	REMOVE/REPLACE CONCRETE	PROPOSED STORM STRUCTURE
EXISTING CURB & GUTTER (SPOT REPLACEMENT IDENTIFIED IN FIELD)	PED RAMP LANDING	PROPOSED STORM SEWER PIPE
	BITUMINOUS TRAIL/DRIVEWAY	CONSTRUCTION LIMITS

HOPE AVENUE WEST CURB LIP PROFILE



HORZ. SCALE 0 25 50 FEET

VERT. SCALE 0 5 10 FEET

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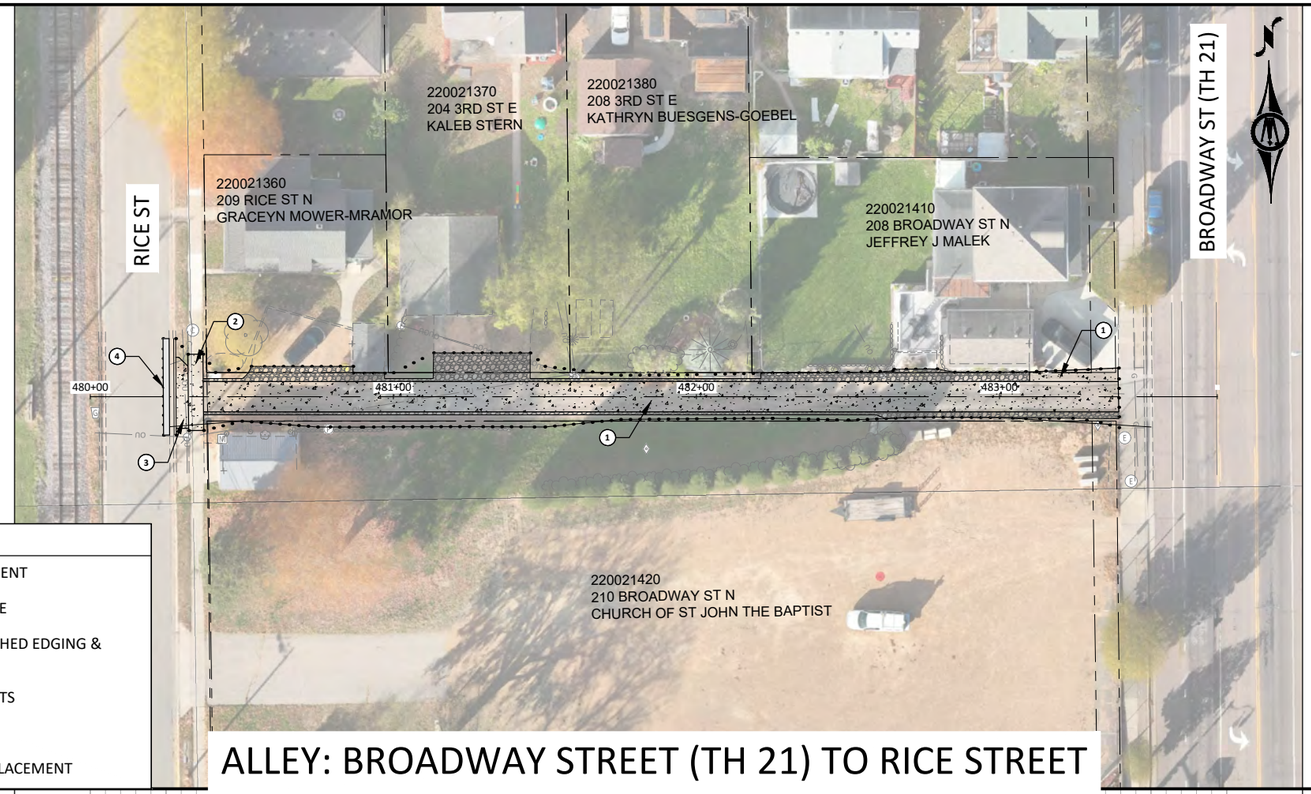
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET & STORM PLAN & PROFILE
HOPE AVENUE

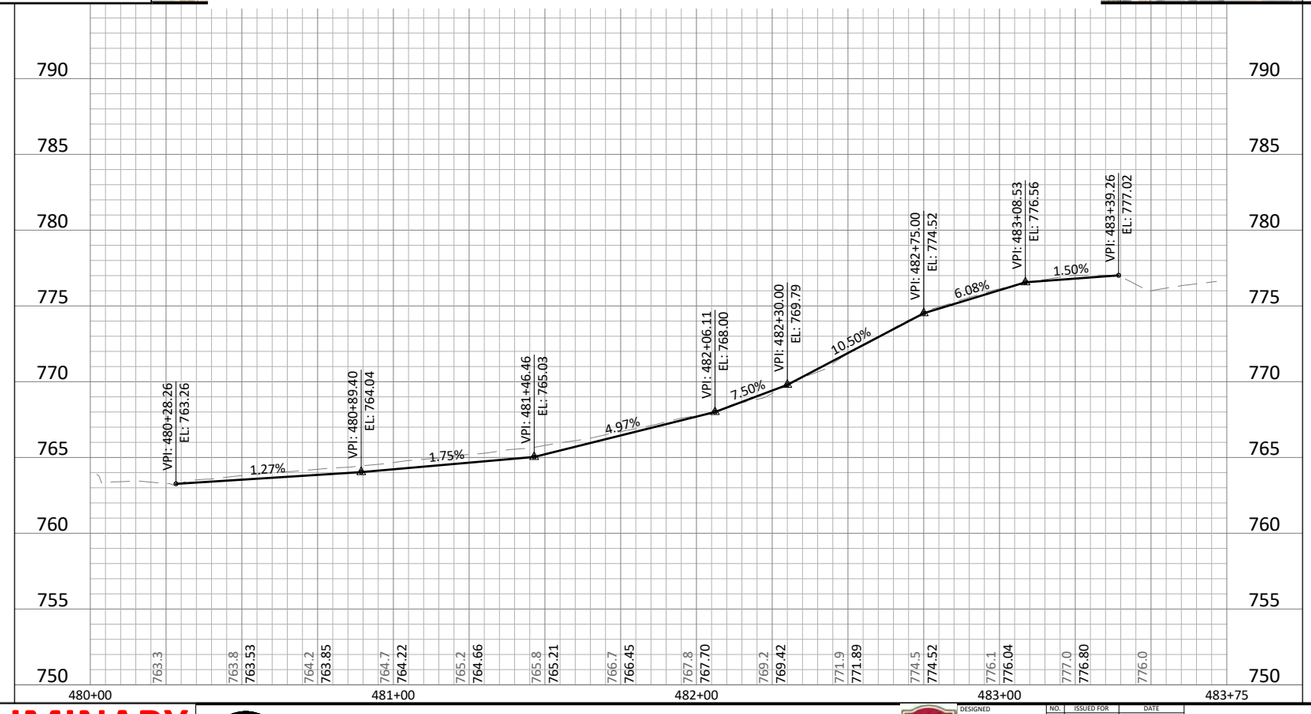
SHEET C6.31



ALLEY: BROADWAY STREET (TH 21) TO RICE STREET

LEGEND

① 6" CONCRETE DRIVEWAY/ALLEY PAVEMENT	BITUMINOUS PAVEMENT
② 4" CONCRETE WALK	PROPOSED CONCRETE
③ 8" CONCRETE ALLEY APRON	CLASS 2 - 100% CRUSHED EDGING & DRIVEWAYS
④ FULL DEPTH BITUMINOUS STREET PATCH	CONSTRUCTION LIMITS
⑤ 3" BITUMINOUS DRIVEWAY	PROPOSED 12" RCP
PROPOSED STORM MANHOLE	CURB & GUTTER REPLACEMENT



HORZ. SCALE 0 25 50 FEET
VERT. SCALE 0 5 10 FEET

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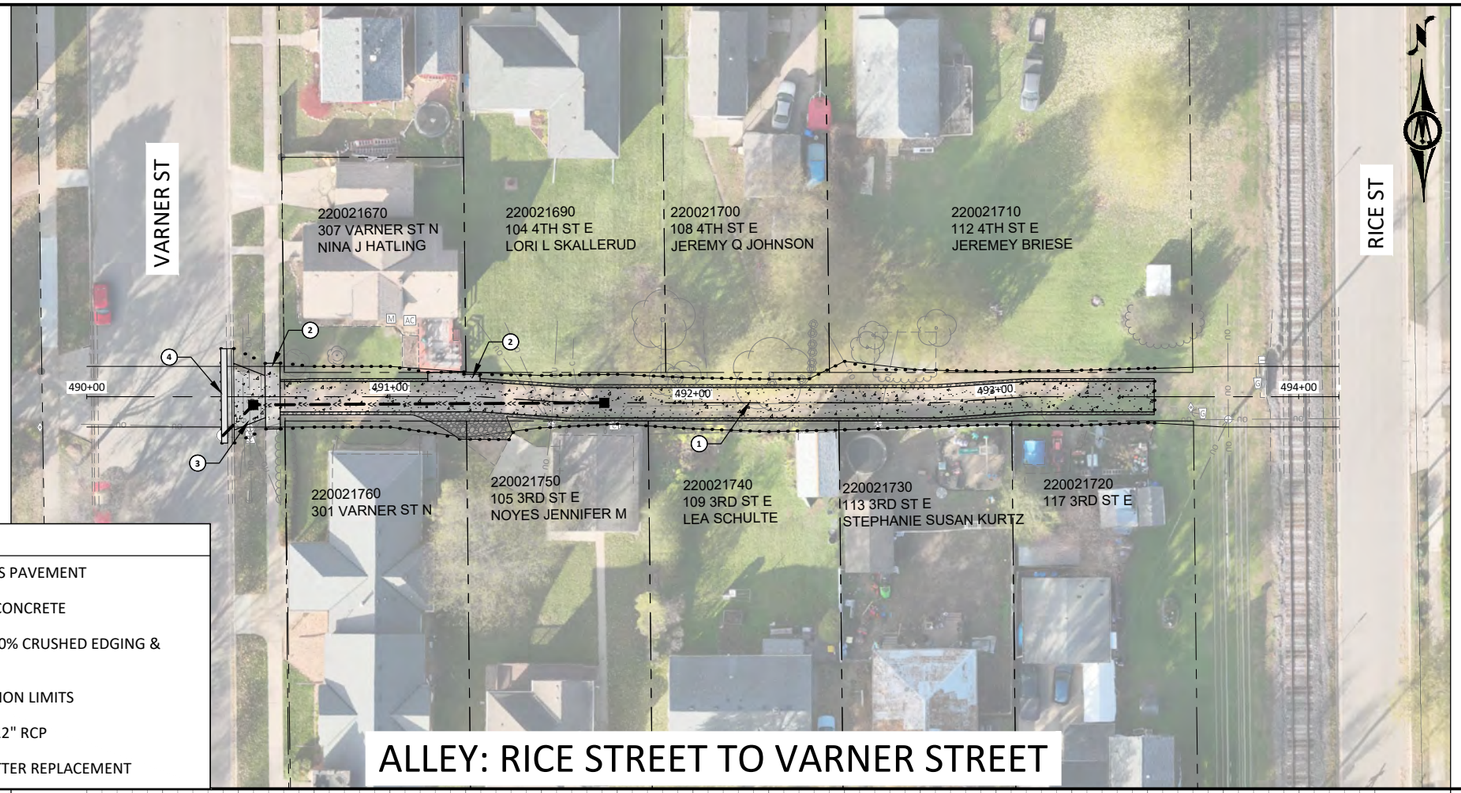
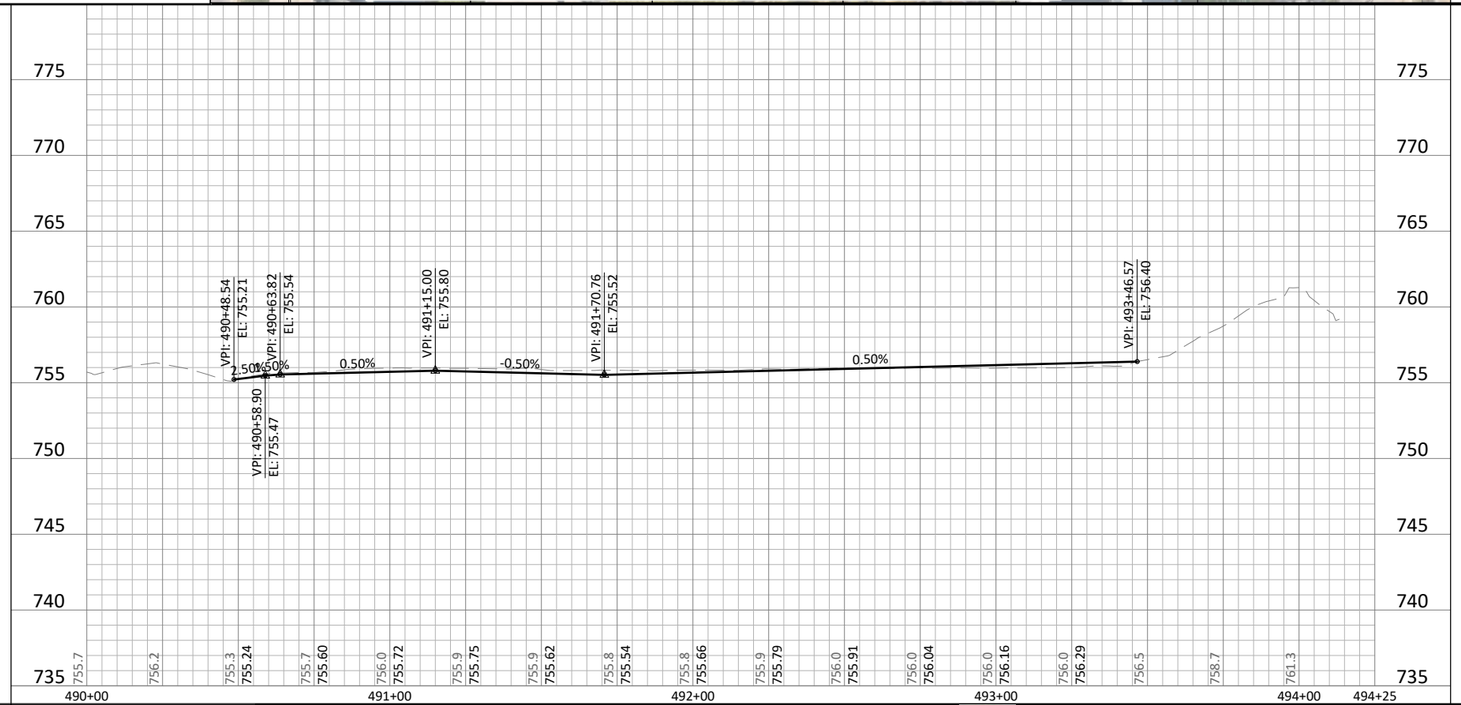
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN & PROFILE
BROADWAY STREET TO RICE STREET

SHEET C6.32



LEGEND

① 6" CONCRETE DRIVEWAY/ALLEY PAVEMENT	BITUMINOUS PAVEMENT
② 4" CONCRETE WALK	PROPOSED CONCRETE
③ 8" CONCRETE ALLEY APRON	CLASS 2 - 100% CRUSHED EDGING & DRIVEWAYS
④ FULL DEPTH BITUMINOUS STREET PATCH	CONSTRUCTION LIMITS
⑤ 3" BITUMINOUS DRIVEWAY	PROPOSED 12" RCP
PROPOSED STORM MANHOLE	CURB & GUTTER REPLACEMENT



HORZ. SCALE 0 25 50 FEET
VERT. SCALE 0 5 10 FEET

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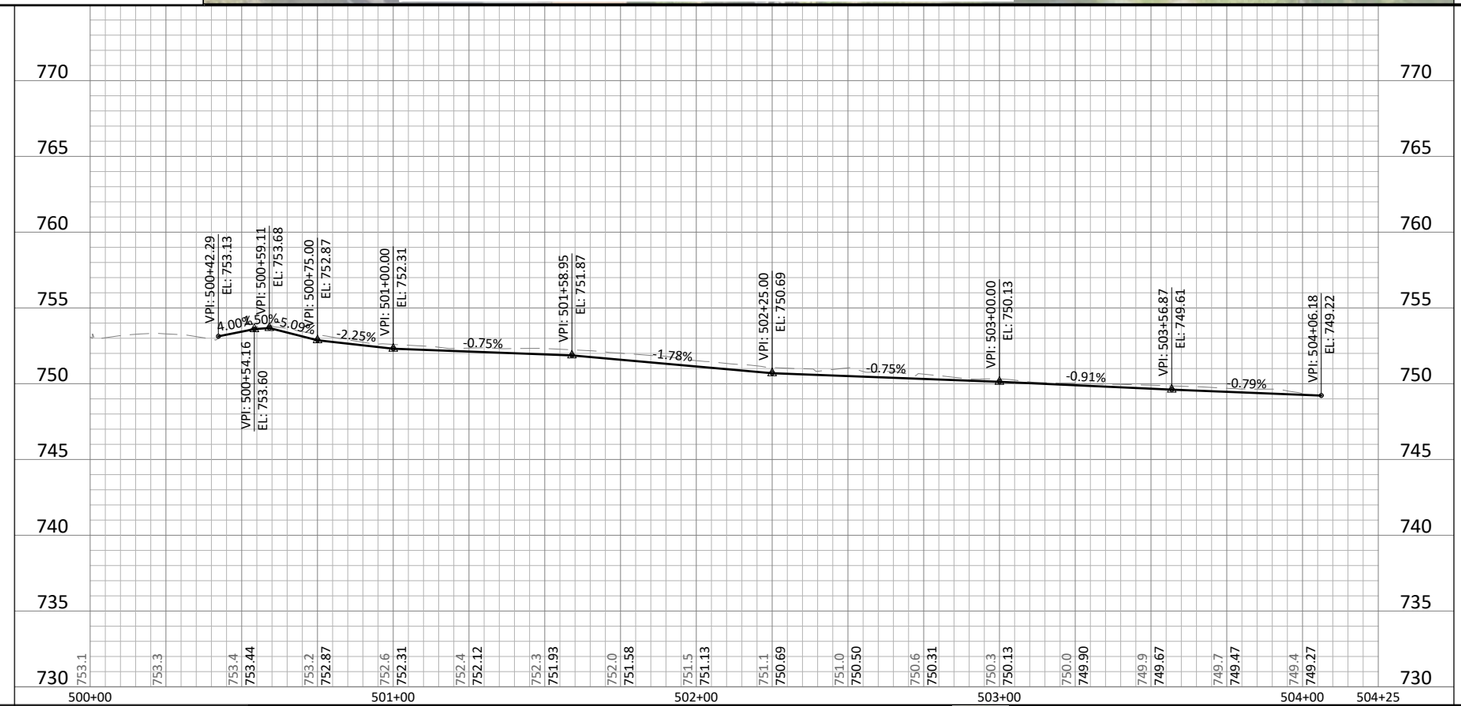
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN & PROFILE
RICE STREET TO VARNER STREET

SHEET C6.33

LEGEND

① 6" CONCRETE DRIVEWAY/ALLEY PAVEMENT	BITUMINOUS PAVEMENT
② 4" CONCRETE WALK	PROPOSED CONCRETE
③ 8" CONCRETE ALLEY APRON	CLASS 2 - 100% CRUSHED EDGING & DRIVEWAYS
④ FULL DEPTH BITUMINOUS STREET PATCH	CONSTRUCTION LIMITS
⑤ 3" BITUMINOUS DRIVEWAY	PROPOSED 12" RCP
PROPOSED STORM MANHOLE	CURB & GUTTER REPLACEMENT



HORZ. SCALE 0 25 50 FEET
VERT. SCALE 0 5 10 FEET

PRELIMINARY PLANS

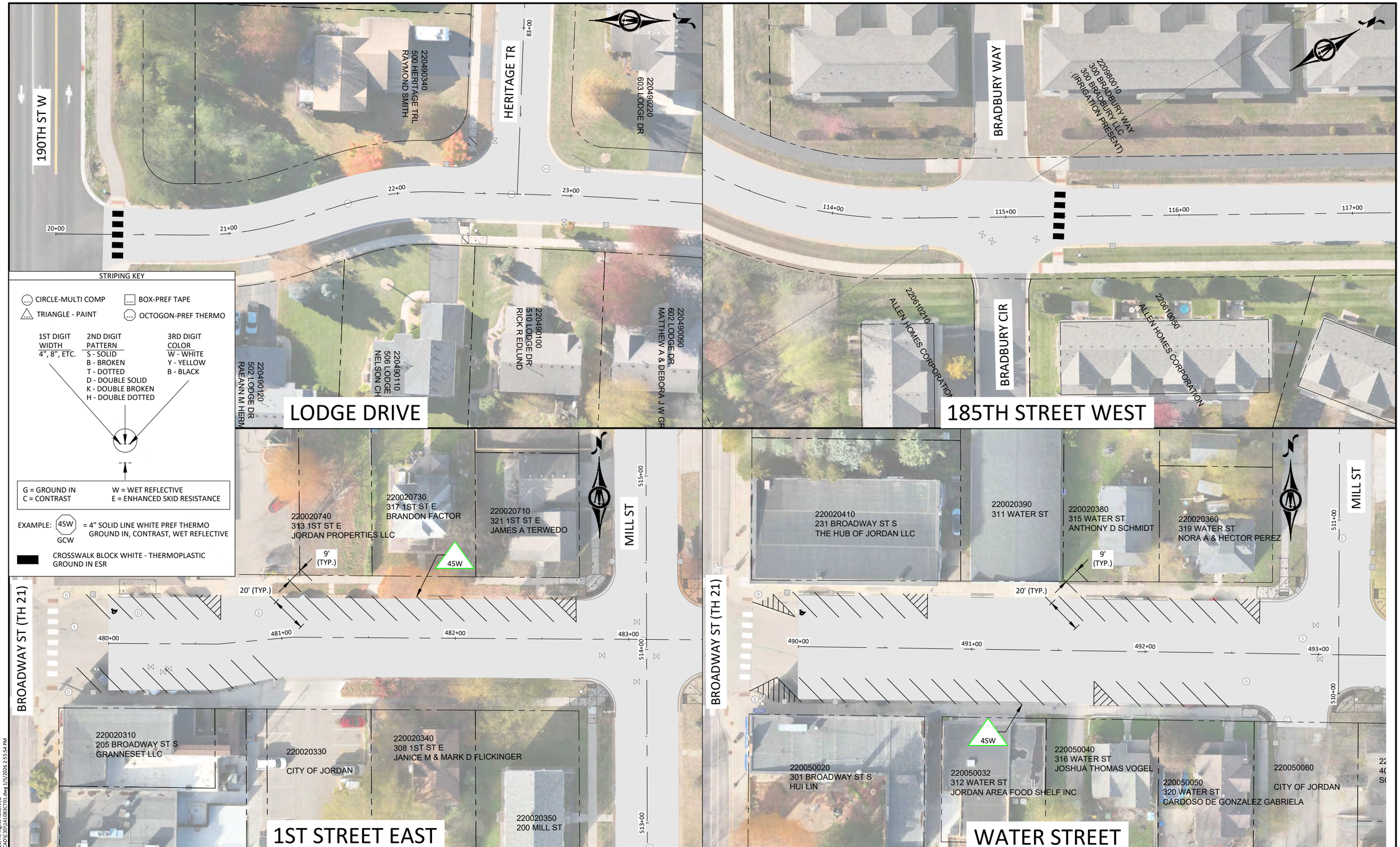
BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MN 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

NO.	ISSUED FOR	DATE

CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
STREET PLAN & PROFILE
4TH STREET E TO 6TH STREET E

SHEET C6.34



HORZ. SCALE 0 25 50 FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
SIGNING & STRIPING PLAN
LODGE DRIVE, 185TH STREET W, 1ST STREET E, & WATER STREET

SHEET C7.01

220200010
201 HILLSIDE DR
KYLE LEWIS MICHAELS

22930030
108 PARK DR
CITY OF JORDAN

22801005
401 RICE ST S
CITY OF JORDAN

DNR

450+00
451+00
452+00
453+00
454+00
455+00
456+00
457+00
458+00
459+00
460+00
461+00
462+00
463+00
464+00
465+00

9' (TYP.)
20' (TYP.)
10'
4SW
4DY
7'
8'
20' (TYP.)
9' (TYP.)

REINSTALL VAN ACCESSIBLE SIGN

PARK DRIVE

STRIPING KEY

CIRCLE-MULTI COMP
BOX-PREF TAPE
TRIANGLE - PAINT
OCTOGON-PREF THERMO

1ST DIGIT WIDTH	2ND DIGIT PATTERN	3RD DIGIT COLOR
4", 8", ETC.	S - SOLID	W - WHITE
	B - BROKEN	Y - YELLOW
	T - DOTTED	B - BLACK
	D - DOUBLE SOLID	
	K - DOUBLE BROKEN	
	H - DOUBLE DOTTED	

G = GROUND IN
C = CONTRAST
W = WET REFLECTIVE
E = ENHANCED SKID RESISTANCE

EXAMPLE: 4SW GCW = 4" SOLID LINE WHITE PREF THERMO GROUND IN, CONTRAST, WET REFLECTIVE

CROSSWALK BLOCK WHITE - THERMOPLASTIC GROUND IN ESR

HORZ. 0 25 50 SCALE FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
SIGNING & STRIPING PLAN
PARK DRIVE

SHEET C7.02

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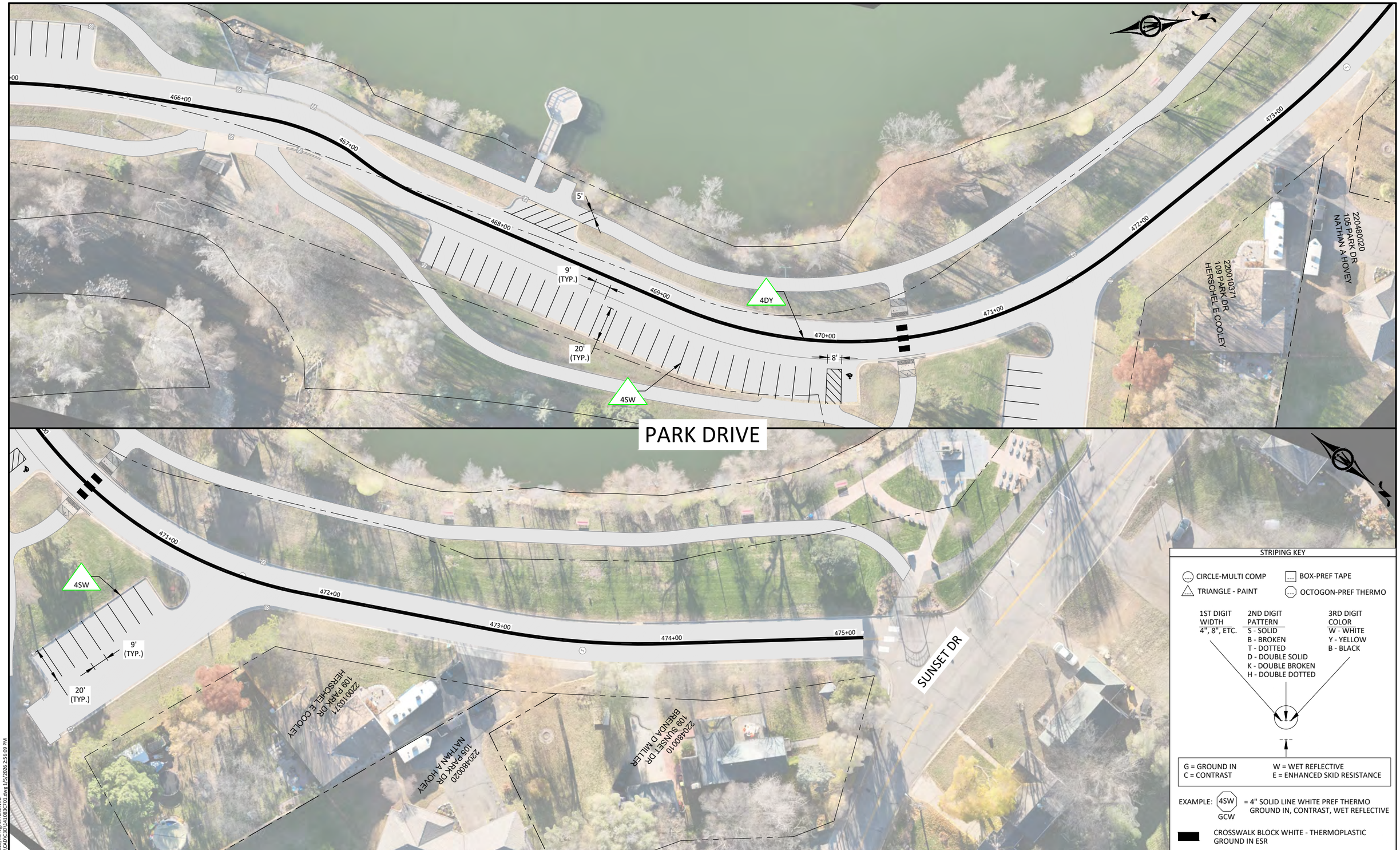

STRIPING KEY

CIRCLE-MULTI COMP
BOX-PREF TAPE
TRIANGLE - PAINT
OCTOGON-PREF THERMO

1ST DIGIT WIDTH	2ND DIGIT PATTERN	3RD DIGIT COLOR
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CROSSWALK BLOCK WHITE - THERMOPLASTIC GROUND IN ESR

HORZ. 0 25 50
SCALE FEET

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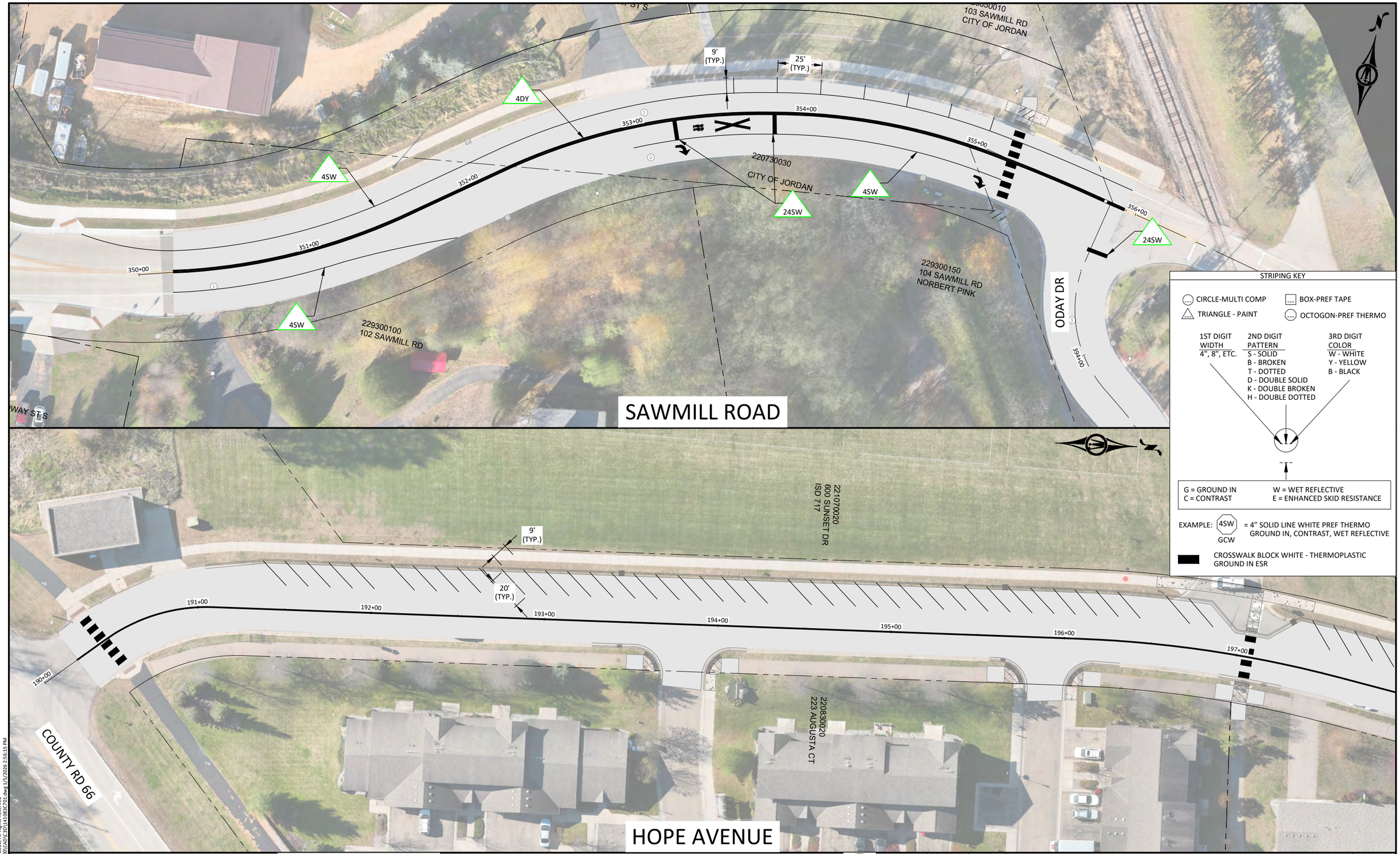
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
SIGNING & STRIPING PLAN
PARK DRIVE

SHEET C7.03



STRIPING KEY

CIRCLE-MULTI COMP
BOX-PREF TAPE
TRIANGLE - PAINT
OCTOGON-PREF THERMO

1ST DIGIT WIDTH	2ND DIGIT PATTERN	3RD DIGIT COLOR
4", 8", ETC.	S - SOLID	W - WHITE
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HORZ. SCALE 0 25 50 FEET

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2026 INFRASTRUCTURE IMPROVEMENTS
SIGNING & STRIPING PLAN
PARK DRIVE

SHEET C7.02

HOPE AVENUE

22107002O
600 SUNSET DR
ISD 717

9'
(TYP.)

20'
(TYP.)

198+00
199+00
200+00
201+00
202+00
203+00
204+00
205+00

220830010
603 HOPE AVE
MM QUICKSTEP PROPERTIES LLC

229300450
201 HOPE AVE
HOPE LUTHERAN CHURCH

229300122
100 HOPE AVE

205+00
206+00
207+00
208+00
209+00
210+00
211+00
212+00

220190170
121 HOPE AVE
PETR STAVITSKIY

220190160
117 HOPE AVE
DANIEL G & JAMIE SUE SWANSON

220190150
113 HOPE AVE
NYDEER DAU

220190140
109 HOPE AVE

220190130
105 HOPE AVE
ILYA DRACHEV

220190120
101 HOPE AVE
CHAD D ROESLER

HILLSIDE DR

STRIPING KEY

CIRCLE-MULTI COMP
BOX-PREF TAPE
TRIANGLE - PAINT
OCTOGON-PREF THERMO

1ST DIGIT WIDTH 4", 8", ETC.	2ND DIGIT PATTERN	3RD DIGIT COLOR
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CROSSWALK BLOCK WHITE - THERMOPLASTIC GROUND IN ESR

HORZ. SCALE 0 25 50 FEET

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CITY OF JORDAN

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
SIGNING & STRIPING PLAN
HOPE AVENUE

SHEET C7.05

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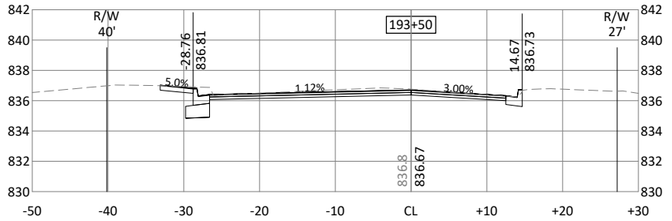

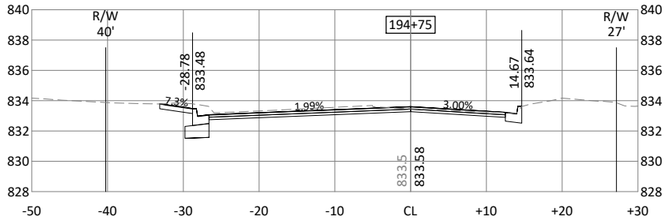

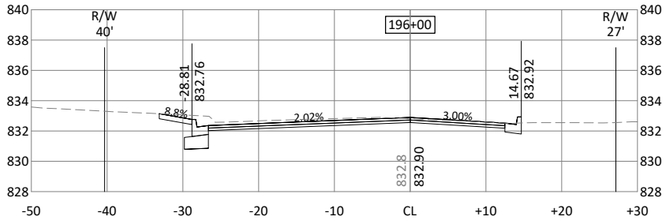

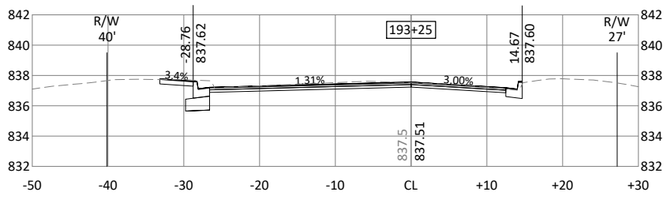

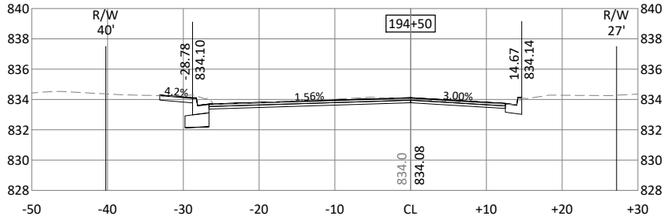

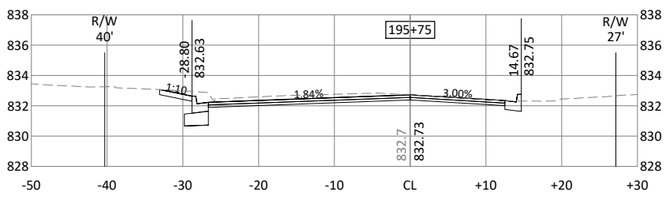

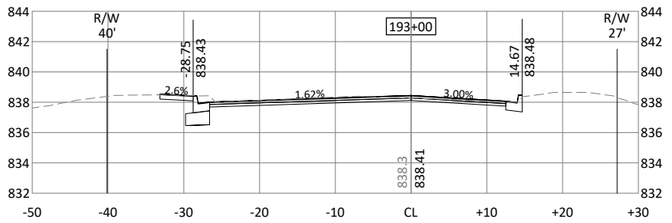

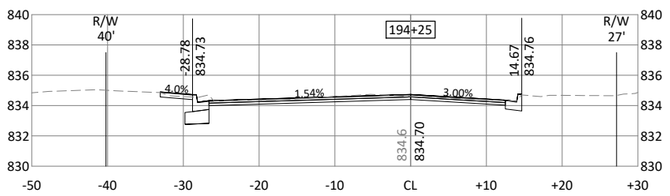

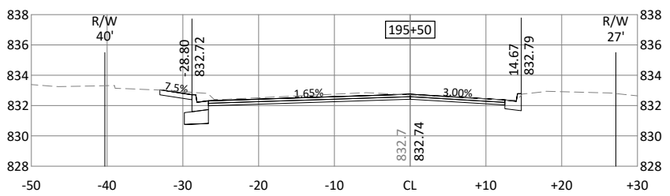

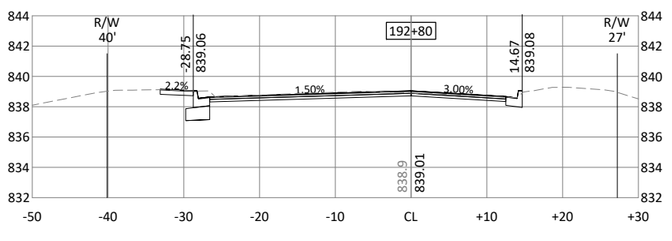

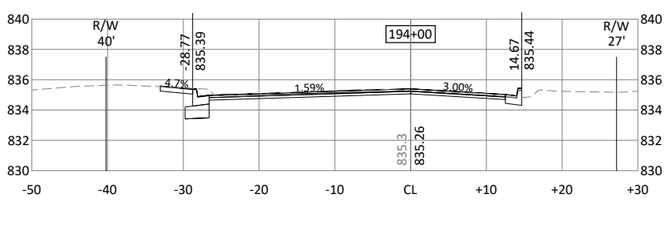

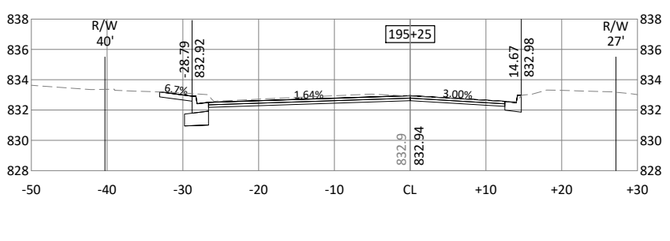

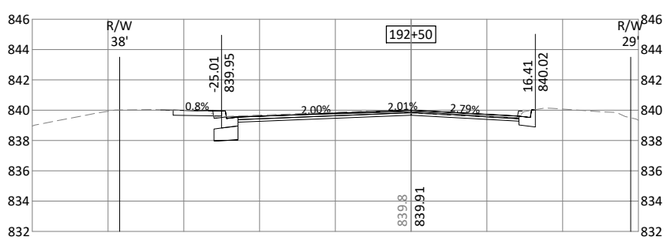

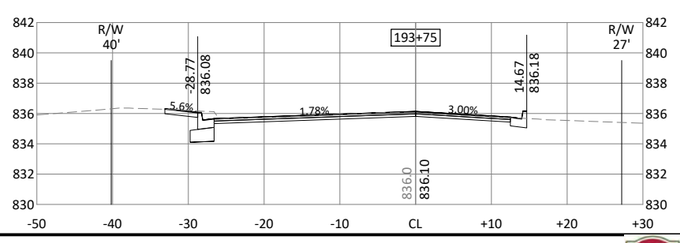

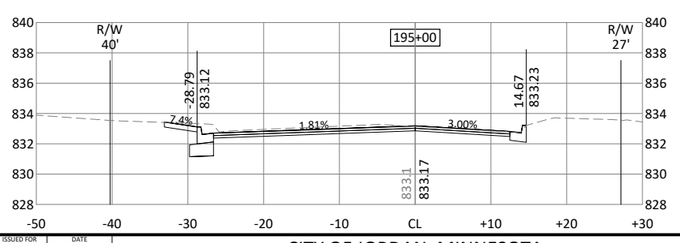

HORZ. SCALE 0 10 20 FEET
VERT. SCALE 0 5 10 FEET

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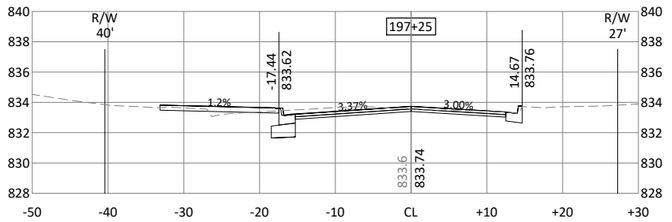
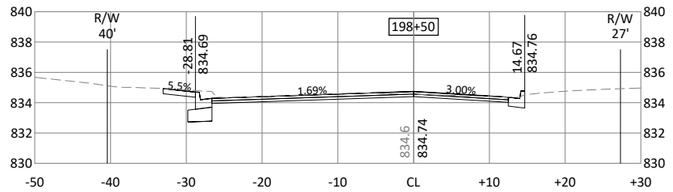
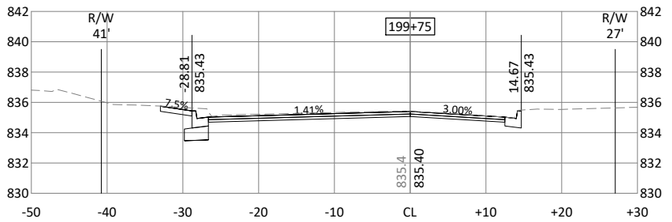
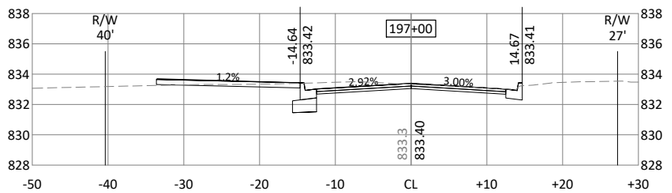
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
HOPE AVENUE

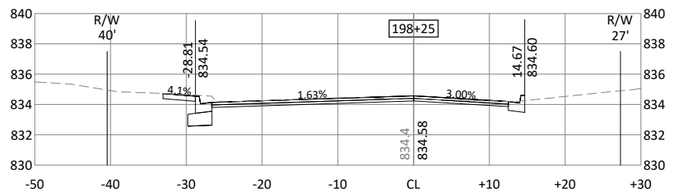
SHEET C8.01

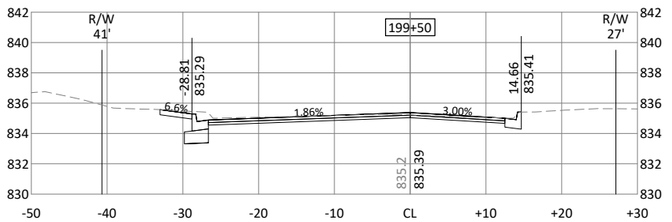


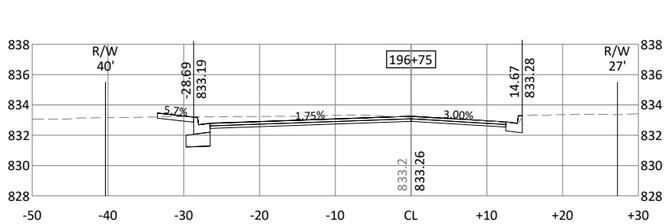


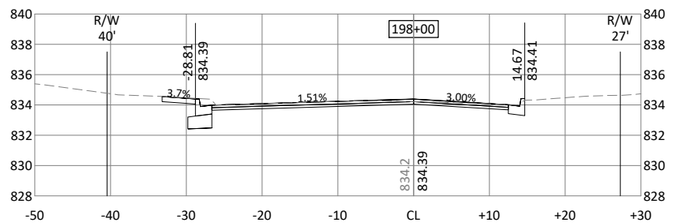


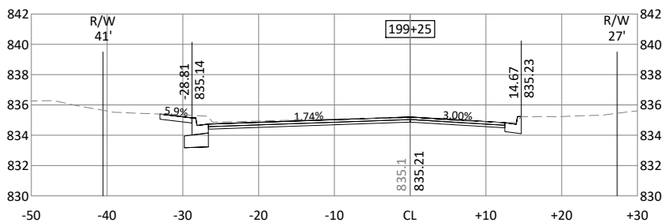


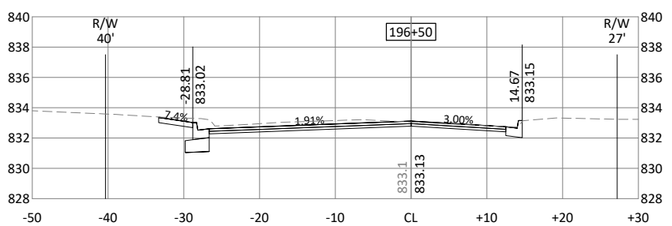


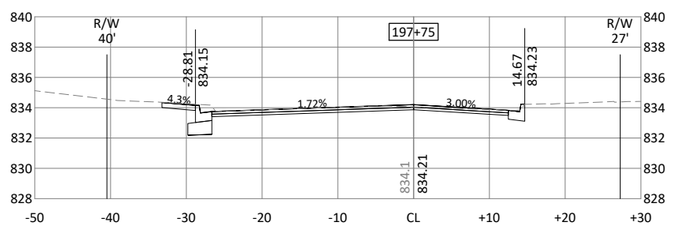


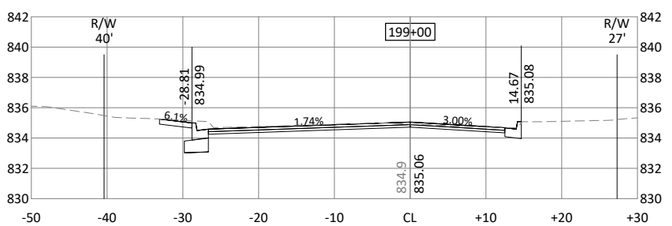


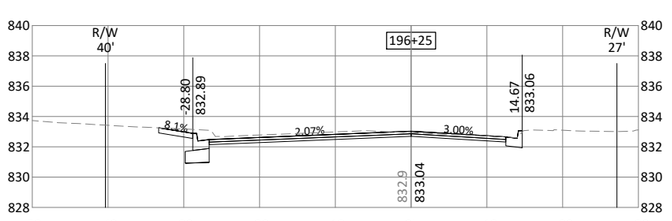


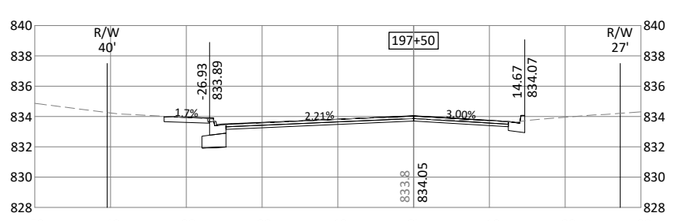


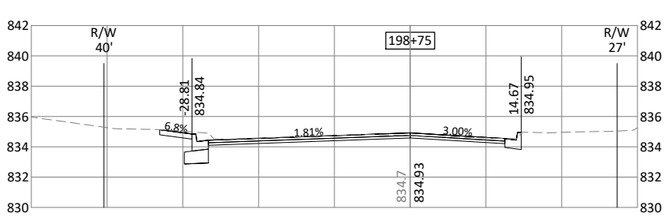












HORZ. 0 10 20 SCALE FEET

VERT. 0 5 10 SCALE FEET

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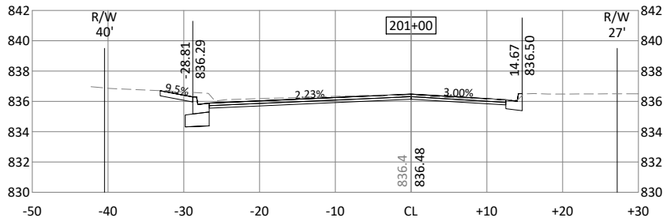
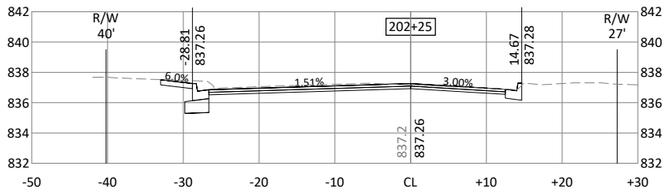
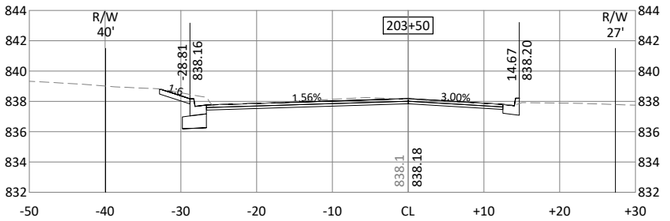
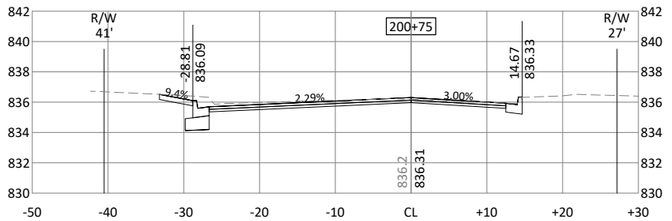
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
HOPE AVENUE

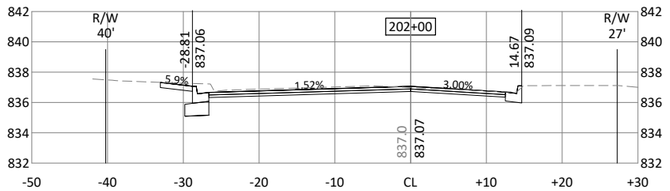
SHEET C8.02

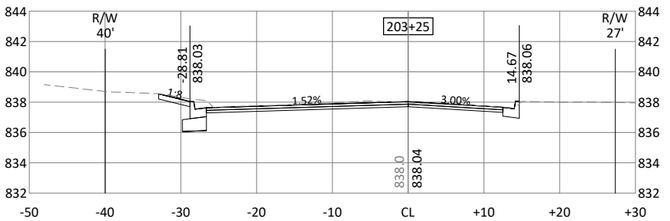


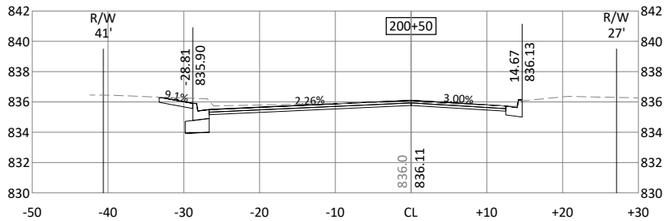


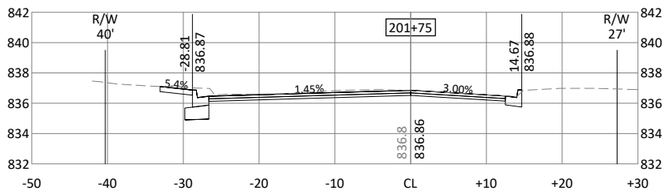


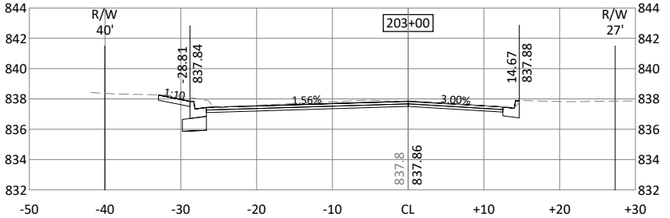


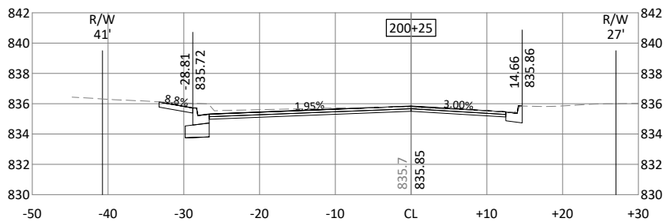


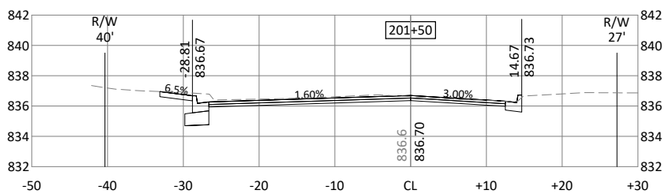


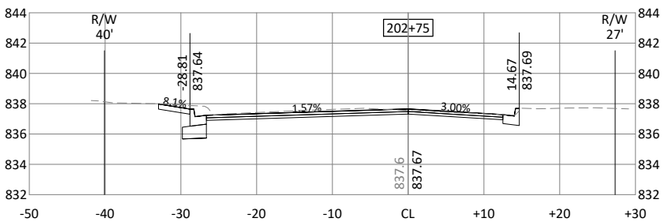


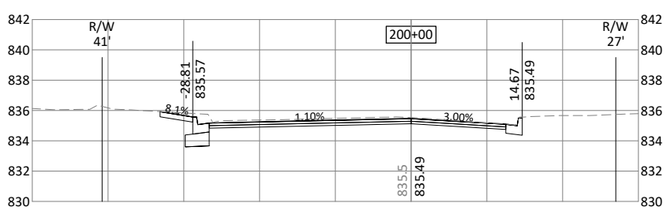


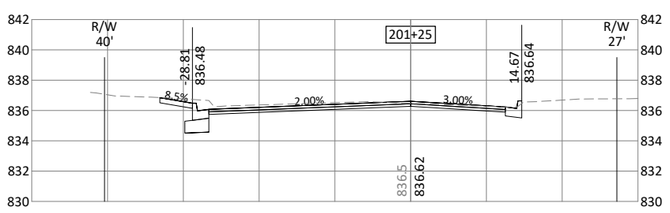


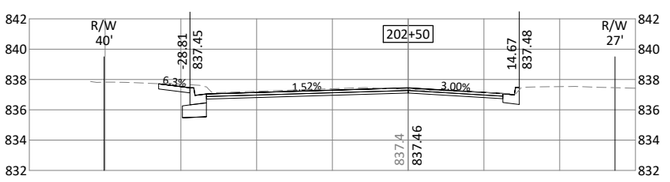












HORZ. 0 10 20 SCALE FEET

VERT. 0 5 10 SCALE FEET

PRELIMINARY PLANS

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DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

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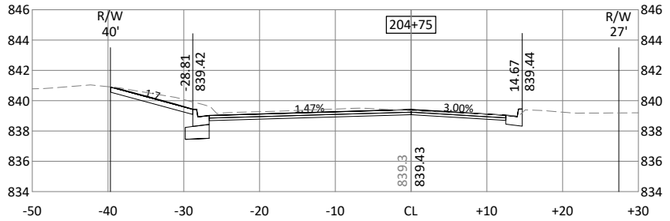
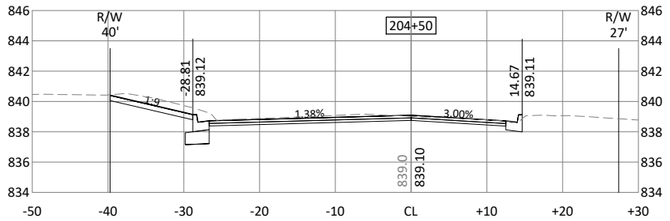
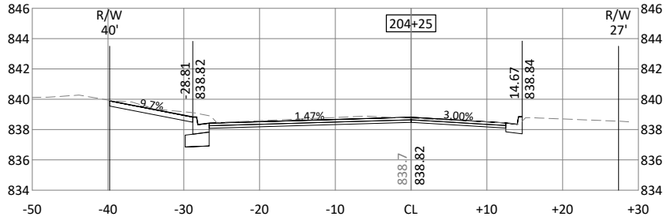
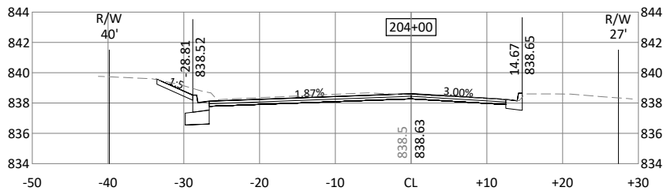
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
HOPE AVENUE

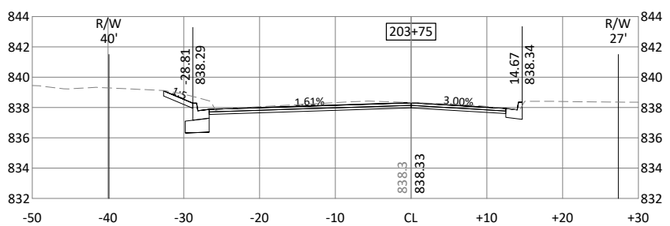
SHEET C8.03

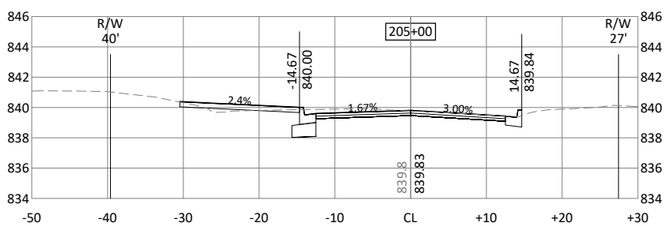












HORZ. 0 10 20 SCALE FEET

VERT. 0 5 10 SCALE FEET

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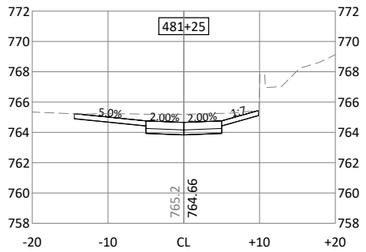
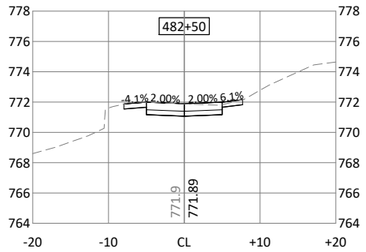
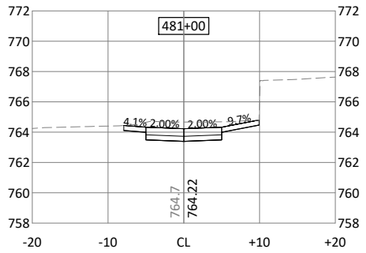
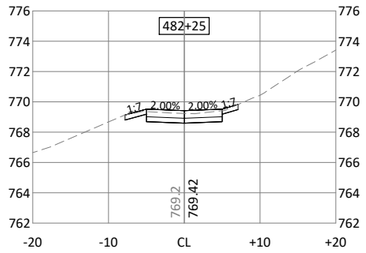
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
HOPE AVENUE

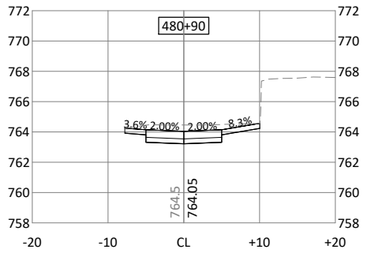
SHEET C8.04

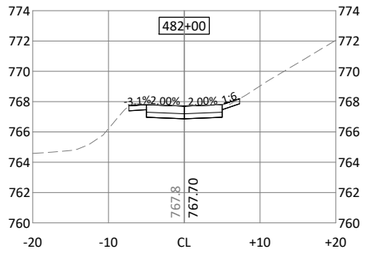


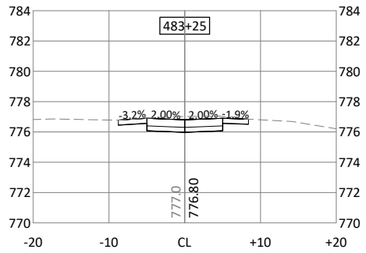


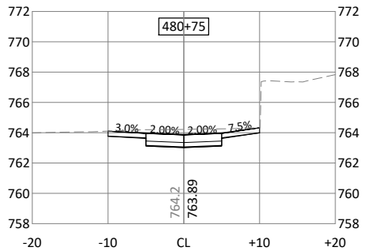


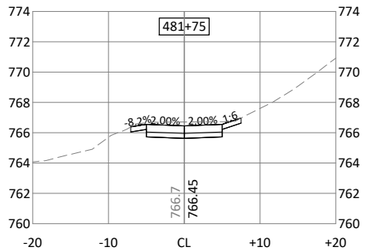


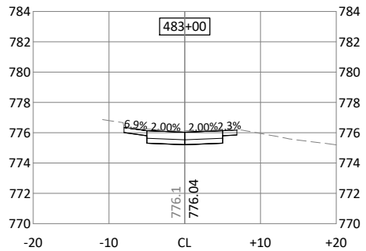


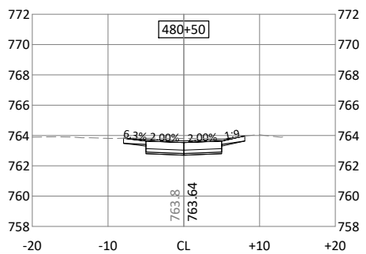


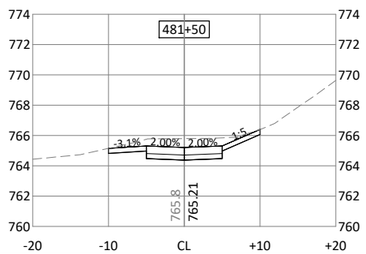


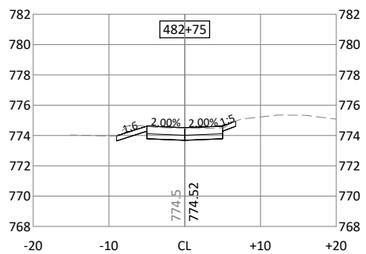












HORZ. SCALE 0 10 20 FEET

VERT. SCALE 0 5 10 FEET

PRELIMINARY PLANS

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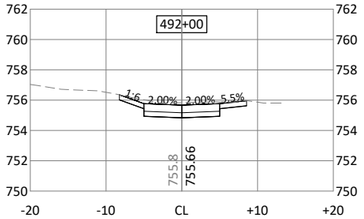
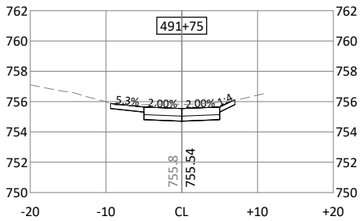
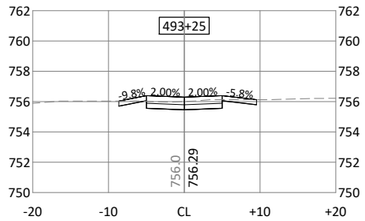
DRAWN	JMB		
CHECKED	LWW		
CLIENT PROJ. NO.	25X.141083000		

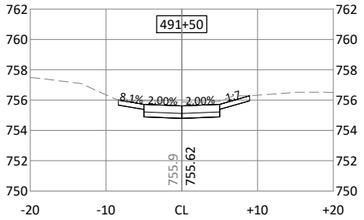
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
BROADWAY STREET TO RICE STREET

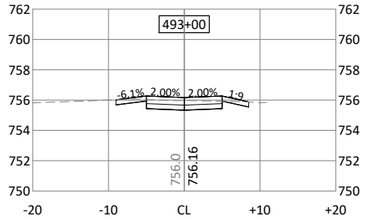
SHEET C8.05

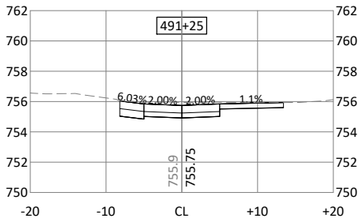


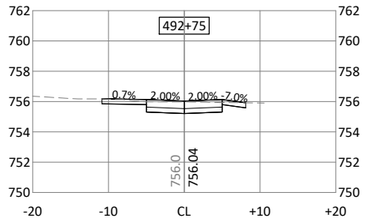


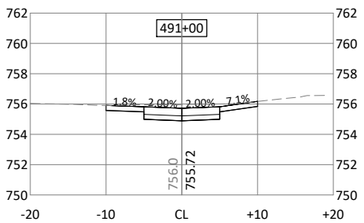


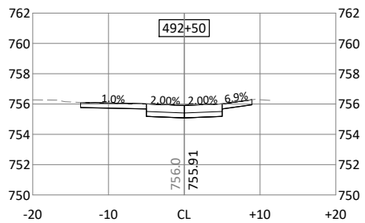


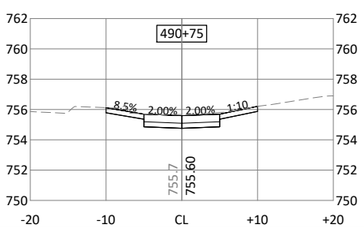


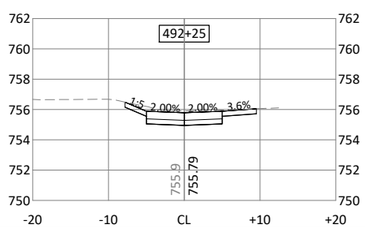












HORZ. 0 10 20 SCALE FEET

VERT. 0 5 10 SCALE FEET

PRELIMINARY PLANS

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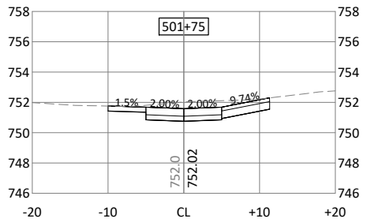
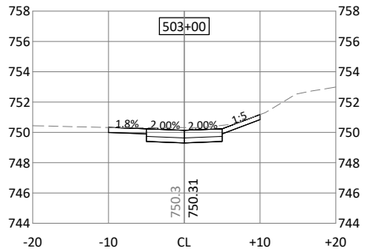
DESIGNED	JMB
DRAWN	JMB
CHECKED	LWW
CLIENT PROJ. NO.	25X.141083000

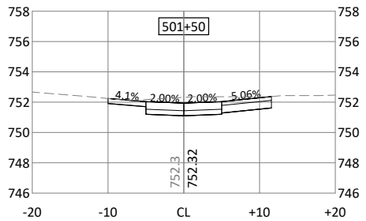
NO.	ISSUED FOR	DATE

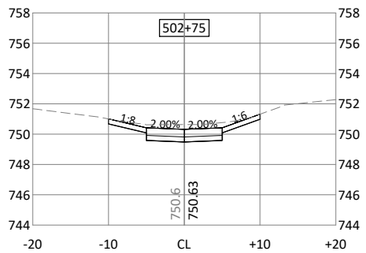
CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
RICE STREET TO VARNER STREET

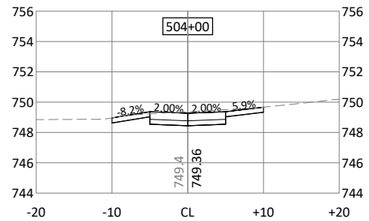
SHEET C8.06

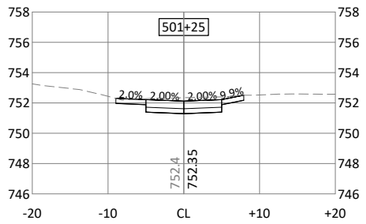


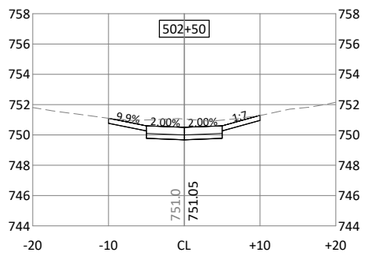


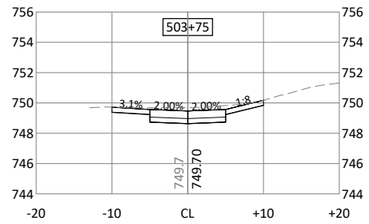


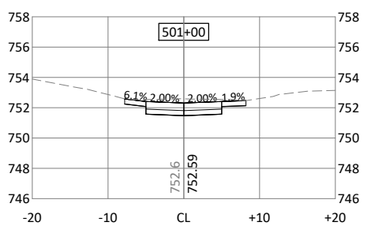


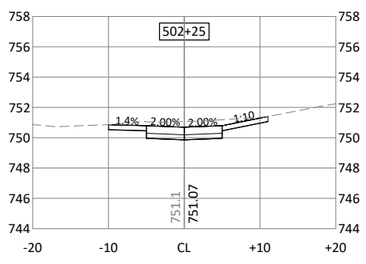


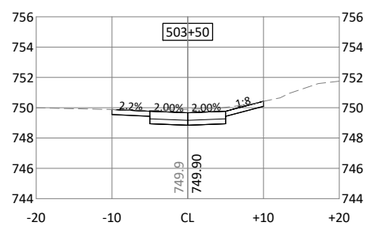


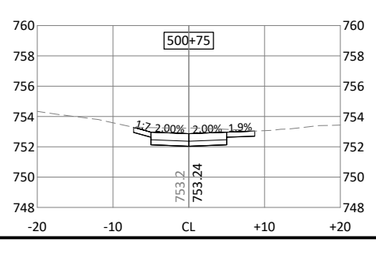


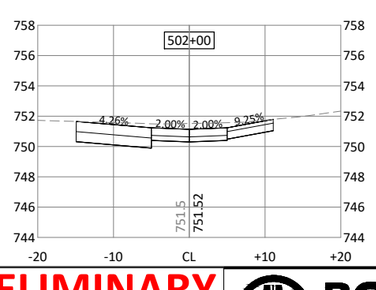


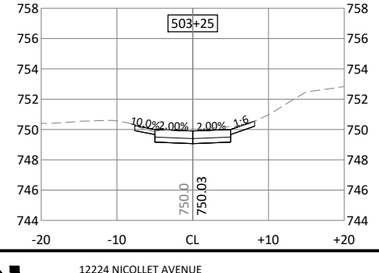












HORZ. 0 10 20 SCALE FEET

VERT. 0 5 10 SCALE FEET

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CITY OF JORDAN, MINNESOTA
2026 INFRASTRUCTURE IMPROVEMENTS
CROSS SECTIONS
4TH STREET TO 6TH STREET

SHEET C8.07

Appendix B: Preliminary Cost Estimate

***PRELIMINARY* ENGINEER'S ESTIMATE**

2026 INFRASTRUCTURE IMPROVEMENTS
CITY OF JORDAN, MN
BMI PROJECT NO. 25X.141083.000

Date: 1/5/2026

ITEM NO.	MNDOT SPEC NO.	BID ITEM	NOTES	TOTAL PROJECT ESTIMATED QUANTITY	UNIT OF MEASURE	ESTIMATED UNIT PRICE	TOTAL PROJECT ESTIMATED AMOUNT	PAVEMENT MANAGEMENT																ALLEY IMPROVEMENTS							
								TIMBERLINE		185TH ST / CORPORATE DR		ENTERPRISE DR / ERVIN INDUSTRIAL DR		DOWNTOWN		LINCOLN AVE		PARK DR		HOPE AVE (12' DRIVE LANES OPTION)		HOPE AVE (11' DRIVE LANES OPTION)		SAWMILL WOODS		BRIDLE CREEK / ARBORVIEW		ALLEY EAST OF WOOD, NORTH OF 4th		ALLEY NORTH OF 4TH, B/W VARNER & RICE		ALLEY NORTH OF 282, B/W RICE AND BROADWAY		ALLEY STORM SEWER	
								ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST
BASE BID																															
1	2021.501	MOBILIZATION		1.00	LUMP SUM	$231,000.00	$231,000.00	0.15	$34,650.00	0.10	$23,100.00	0.05	$11,550.00	0.07	$16,170.00	0.02	$4,620.00	0.13	$30,030.00	0.16	$36,960.00	0.16	$36,960.00	0.11	$25,410.00	0.18	$41,580.00	0.01	$2,310.00	0.01	$2,310.00	0.01	$2,310.00		
2	2104.502	REMOVE CASTING		2	EACH	$200.00	$400.00													2	$400.00	2	$400.00										
3	2104.502	REMOVE DRAINAGE STRUCTURE		2	EACH	$750.00	$1,500.00													6	$4,500.00	2	$1,500.00										
4	2104.503	REMOVE STORM SEWER PIPE		65	LIN FT	$50.00	$3,250.00													110	$5,500.00	65	$3,250.00										
5	2104.503	REMOVE CURB AND GUTTER (SPOT REPLACEMENT)		13030	LIN FT	$12.00	$156,360.00	3150	$37,800.00	1520	$18,240.00	730	$8,760.00	1040	$12,480.00			960	$11,520.00	2360	$28,320.00	1000	$12,000.00	1590	$19,080.00	2930	$35,160.00	40	$480.00	35	$420.00	35	$420.00		
6	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)		870	LIN FT	$4.00	$3,480.00	170	$680.00							40	$160.00	20	$80.00	430	$1,720.00	430	$1,720.00					110	$440.00	50	$200.00	50	$200.00		
7	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH) (WALKS AND DRIVEWAYS)		780	LIN FT	$6.00	$4,680.00	140	$840.00	30	$180.00	10	$60.00	130	$780.00					120	$720.00	120	$720.00	100	$600.00	180	$1,080.00	30	$180.00	20	$120.00	20	$120.00		
8	2104.504	REMOVE CONCRETE PAVEMENT (WALK & DRIVEWAY)		1710	SQ YD	$14.00	$23,940.00	250	$3,500.00	100	$1,400.00	40	$560.00	280	$3,920.00			70	$980.00	260	$3,640.00	250	$3,500.00	160	$2,240.00	420	$5,880.00	60	$840.00	50	$700.00	30	$420.00		
9	2104.505	REMOVE BITUMINOUS PAVEMENT (STREET)		9090	SQ YD	$10.00	$90,900.00	2370	$23,700.00	1170	$11,700.00	650	$6,500.00	730	$7,300.00			620	$6,200.00					1360	$13,600.00	2160	$21,600.00	10	$100.00	10	$100.00	10	$100.00		
10	2104.505	REMOVE BITUMINOUS PAVEMENT (TRAIL/DRIVEWAY)		4010	SQ YD	$16.00	$64,160.00	60	$960.00	70	$1,120.00							3610	$57,760.00	170	$2,720.00	170	$2,720.00	10	$160.00	40	$640.00	50	$800.00						
11	2105.607	STABILIZING AGGREGATE	(CV)	980	CU YD	$35.00	$34,300.00	210	$7,350.00	120	$4,200.00	70	$2,450.00	70	$2,450.00	20	$700.00	70	$2,450.00	70	$2,450.00	70	$2,450.00	140	$4,900.00	210	$7,350.00						
12	2106.507	EXCAVATION - COMMON	(P) (EV)	1524	CU YD	$40.00	$60,960.00									250	$10,000.00			1385	$55,400.00	738	$29,520.00					225	$9,000.00	139	$5,560.00	172	$6,880.00		
13	2106.507	EXCAVATION - MUCK	(EV)	980	CU YD	$45.00	$44,100.00	210	$9,450.00	120	$5,400.00	70	$3,150.00	70	$3,150.00	20	$900.00	70	$3,150.00	70	$3,150.00	70	$3,150.00	140	$6,300.00	210	$9,450.00						
14	2112.604	SUBGRADE PREPARATION	(P)	12229	SQ YD	$2.00	$24,458.00									2234	$4,468.00	700	$1,400.00	9295	$18,590.00	9295	$18,590.00										
15	2118.507	CLASS 2 AGGREGATE SURFACING	(CV)	120	TON	$45.00	$5,400.00																					40	$1,800.00	30	$1,350.00	50	$2,250.00		
16	2211.507	CLASS 5 AGGREGATE BASE	(CV)	370	TON	$35.00	$12,950.00													320	$11,200.00							130	$4,550.00	120	$4,200.00	120	$4,200.00		
17	2215.604	FULL DEPTH RECLAMATION (IN PLACE)		12300	SQ YD	$4.50	$55,350.00									2300	$10,350.00	700	$3,150.00	9300	$41,850.00	9300	$41,850.00										
18	2231.604	BITUMINOUS PATCH SPECIAL (2")		2720	SQ YD	$25.00	$68,000.00	700	$17,500.00	340	$8,500.00	170	$4,250.00	240	$6,000.00			220	$5,500.00					360	$9,000.00	660	$16,500.00	10	$250.00	10	$250.00	10	$250.00		
19	2231.604	BITUMINOUS PATCH SPECIAL (FULL DEPTH)		190	SQ YD	$100.00	$19,000.00	160	$16,000.00																			10	$1,000.00	10	$1,000.00	10	$1,000.00		
20	2232.504	MILL BITUMINOUS SURFACE (2")		125000	SQ YD	$3.00	$375,000.00	30200	$90,600.00	16600	$49,800.00	9700	$29,100.00	10000	$30,000.00			8100	$24,300.00					20200	$60,600.00	30200	$90,600.00								
21	2232.504	MILL BITUMINOUS SURFACE (2.5")		1700	SQ YD	$4.00	$6,800.00											1700	$6,800.00																
22	2357.506	BITUMINOUS MATERIAL FOR TACK COAT		11690	GAL	$4.00	$46,760.00	2660	$10,640.00	1460	$5,840.00	860	$3,440.00	880	$3,520.00	130	$520.00	750	$3,000.00	520	$2,080.00	520	$2,080.00	1770	$7,080.00	2660	$10,640.00								
23	2360.504	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) 3.0" THICK (DRIVEWAY/TRAIL)		4670	SQ YD	$60.00	$280,200.00	320	$19,200.00	240	$14,400.00							3430	$205,800.00	300	$18,000.00	170	$10,200.00	150	$9,000.00	300	$18,000.00	60	$3,600.00						
24	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2,C) (RECLAIM AREAS)		1490	TON	$110.00	$163,900.00									280	$30,800.00	90	$9,900.00	1180	$129,800.00	1120	$123,200.00										
25	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2,B) (M&O AREAS)		15770	TON	$105.00	$1,655,850.00	3750	$393,750.00	2060	$216,300.00	1210	$127,050.00	1240	$130,200.00			1260	$132,300.00					2500	$262,500.00	3750	$393,750.00								
26	2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (2,C) (RECLAIM AREAS)		1780	TON	$100.00	$178,000.00									280	$28,000.00	90	$9,000.00	1470	$147,000.00	1410	$141,000.00										
27	2503.503	12" RC PIPE SEWER DES 3006 CL III		130	LIN FT	$90.00	$11,700.00													8	$720.00											130	$11,700.00
28	2503.503	15" RC PIPE SEWER DES 3006 CL III		8	LIN FT	$110.00	$880.00													40	$4,400.00	8	$880.00										
29	2503.503	18" RC PIPE SEWER DES 3006 CL III			LIN FT	$125.00														4	$500.00												
30	2503.503	27" RC PIPE SEWER DES 3006 CL III		16	LIN FT	$150.00	$2,400.00													24	$3,600.00	16	$2,400.00										
31	2503.602	CONNECT TO EXISTING STORM STRUCTURE		1	EACH	$1,500.00	$1,500.00																									1	$1,500.00
32	2503.602	CONNECT TO EXISTING STORM SEWER PIPE		2	EACH	$1,250.00	$2,500.00													10	$12,500.00	2	$2,500.00										
33	2504.602	ADJUST VALVE BOX		19	EACH	$550.00	$10,450.00											1	$550.00	18	$9,900.00	18	$9,900.00										
34	2506.502	ADJUST FRAME RING & CASTING (SANITARY/STORM)		138	EACH	$750.00	$103,500.00	27	$20,250.00	12	$9,000.00	7	$5,250.00	9	$6,750.00			16	$12,000.00	26	$19,500.00	26	$19,500.00	16	$12,000.00	25	$18,750.00								
35	2506.502	CONST DRAINAGE STRUCTURE DESIGN SPECIAL (2X3)		2	EACH	$2,800.00	$5,600.00													5	$14,000.00	1	$2,800.00									1	$2,800.00
36	2506.502	CONSTRUCT STORM MH DES 48" - 4020		2	EACH	$4,000.00	$8,000.00													1	$4,000.00	1	$4,000.00									1	$4,000.00
37	2506.502	CASTING ASSEMBLY		6	EACH	$1,200.00	$7,200.00													8	$9,600.00	4	$4,800.00									2	$2,400.00
38	2521.518	4" CONCRETE WALK		6590	SQ FT	$9.00	$59,310.00	1020	$9,180.00	230	$2,070.00			1050	$9,450.00					1120	$10,080.00	1020	$9,180.00	710	$6,390.00	2300	$20,700.00	130	$1,170.00	100	$900.00	30	$270.00		
39	2521.518	6" CONCRETE WALK (PEDESTRIAN RAMPS)		860	SQ YD	$150.00	$129,000.00	160	$24,000.00	100	$15,000.00			180	$27,000.00			70	$10,500.00	140	$21,000.00	140	$21,000.00	70	$10,500.00	140	$21,000.00								
40	2521.518	6" CONCRETE ALLEY/DRIVEWAY PAVEMENT		1085	SQ YD	$90.00	$97,650.00													20	$1,800.00	20	$1,800.00	15	$1,350.00			370	$33,300.00	330	$29,700.00	350	$31,500.00		
41	2521.518	8" CONCRETE DRIVEWAY APRON (ALLEY)		79	SQ YD	$110.00	$8,690.00																					29	$3,190.00	28	$3,080.00	22	$2,420.00		
42	2531.503	CONCRETE CURB & GUTTER- MOUNTABLE DESIGN (SPOT REPLACEMENT)		5940	LIN FT	$38.00	$225,720.00	2460	$93,480.00															1200	$45,600.00	2280	$86,640.00								
43	2531.503	CONCRETE CURB & GUTTER - DESIGN B618 (SPOT REPLACEMENT)		7090	LIN FT	$38.00	$269,420.00	690	$26,220.00	1520	$57,760.00	730	$27,740.00	1040	$39,520.00			960	$36,480.00	2360	$89,680.00	1000	$38,000.00	390	$14,820.00	650	$24,700.00	40	$1,520.00	35	$1,330.00	35	$1,330.00		
44	2531.604	7" VALLEY GUTTER		30	SQ YD	$120.00	$3,600.00					15	$1,800.00							15	$1,800.00	15	$1,800.00										
45	2531.618	TRUNCATED DOMES		1575	SQ FT	$65.00	$102,375.00	285	$18,525.00	170	$11,050.00			220	$14,300.00			150	$9,750.00	260	$16,900.00	260	$16,900.00	110	$7,150.00	380	$24,700.00								
46	2540.601	LANDSCAPE ALLOWANCE		1.00	LUMP SUM	$20,000.00	$20,000.00	0.19	$3,800.00	0.1	$2,000.00	0.05	$1,000.00	0.07	$1,400.00	0.02	$400.00	0.13	$2,600.00	0.16	$3,200.00	0.12	$2,400.00	0.11	$2,200.00	0.18	$3,600.00	0.01	$200.00	0.01	$200.00	0.01	$200.00		
47	2563.601	TRAFFIC CONTROL		1.00	LUMP SUM	$47,000.00	$47,000.00	0.15	$7,050.00	0.10	$4,700.00	0.05	$2,350.00	0.07	$3,290.00	0.02	$940.00	0.13	$6,110.00	0.16	$7,520.00	0.16	$7,520.00	0.11	$5,170.00	0.18	$8,460.00	0.01	$470.00	0.01	$470.00	0.01	$470.00		
48	2573.530	STORM DRAIN INLET PROTECTION		222	EACH	$210.00	$46,620.00	53	$11,130.00	24	$5,040.00	13	$2,730.00	18	$3,780.00			14	$2,940.00	19	$3,990.00	19	$3,990.00	31	$6,510.00	50	$10,500.00								
49	2574.507	COMMON TOPSOIL BORROW		610	CU YD	$45.00	$27,450.00	110	$4,950.00	60	$2,700.00	20	$900.00	40	$1,800.00			150	$6,750.00	80	$3,600.00	50	$2,250.00	50	$2,250.00	100	$4,500.00	10	$450.00	10	$450.00	10	$450.00		
50	2575.604	HYDRAULIC MULCH MATRIX W/ SEED MIXTURE (SOUTHERN BOULEVARD)		13380	SQ YD	$3.50	$46,830.00	2500	$8,750.00	1260	$4,410.00	450	$1,575.00	940	$3,290.00			3500	$12,250.00	1900	$6,650.00	1060	$3,710.00	1170	$4,095.00	2370	$8,295.00	70	$245.00	30	$105.00	30	$105.00		
51	2582.503	4" SOLID LINE PAINT (WHITE)		7800	LIN FT	$2.00	$15,600.00							1630	$3,260.00			2990	$5,980.00	2100	$4,200.00	2100	$4,200.00	1080	$2,160.00								
52	2582.503	4" DOUBLE SOLID LINE (PAINT)		3090	LIN FT	$2.00	$6,180.00											2510	$5,020.00					580	$1,160.00								
53	2582.503	24" SOLID WHITE STOP BAR		40	LIN FT	$50.00	$2,000.00																	40									
54	2582.518	CROSSWALK PAINT (WHITE)		576	SQ FT	$5.00	$2,880.00	90	$450.00	90	$450.00							252	$1,260.00	144	$720.00	144	$720.00										
55	2582.602	PAVEMENT MESSAGE (ARROWS)		2	EACH	$200.00	$400.00																	2									
56	2582.602	PAVEMENT MESSAGE (HANDICAP SYMBOL)		10	EACH	$200.00	$2,000.00							3				7															
57	2582.602	PAVEMENT MESSAGE (RAILROAD CROSSING)		1	EACH	$1,200.00	$1,200.00																	1									
58		SPOT FORCEMAIN REPAIR		1.00	LUMP SUM	$15,000.00	$15,000.00	1	$15,000.00																								

NOTE: **TOTAL PROJECT COSTS INCLUDE THE HOPE AVENUE 11' DRIVE LANE WITH 45 DEGREE PARKING OPTION**

						SUBTOTAL	$4,893,000		$910,000		$475,000		$241,000		$330,000		$92,000		$626,000		$764,000		$596,000		$542,000		$885,000		$66,000		$53,000		$55,000		$23,000
						10% CONTINGENCY:	$489,300		$91,000		$47,500		$24,100		$33,000		$9,200		$62,600		$76,400		$59,600		$54,200		$88,500		$6,600		$5,300		$5,500		$2,300
						ESTIMATED CONSTRUCTION COST:	**$5,382,300**		**$1,001,000**		**$522,500**		**$265,100**		**$363,000**		**$101,200**		**$688,600**		**$840,400**		**$655,600**		**$596,200**		**$973,500**		**$72,600**		**$58,300**		**$60,500**		**$25,300**
						HOPE AVE LIGHTING (INSTALLED BY XCEL)	**$18,000**														**$18,000**		**$18,000**											
						SOFT COSTS (SURVEY, GEOTECHNICAL, DESIGN, & CONSTRUCTION INSP, & ADMIN):	$740,000		$111,000		$74,000		$37,000		$51,800		$14,800		$96,200		$118,400		$118,400		$81,400		$133,200		$7,400		$7,400		$7,400		
						TOTAL ESTIMATED PROJECT COST:	**$6,140,300**		**$1,112,000**		**$596,500**		**$302,100**		**$414,800**		**$116,000**		**$784,800**		**$976,800**		**$792,000**		**$677,600**		**$1,106,700**		**$80,000**		**$65,700**		**$67,900**		**$25,300**

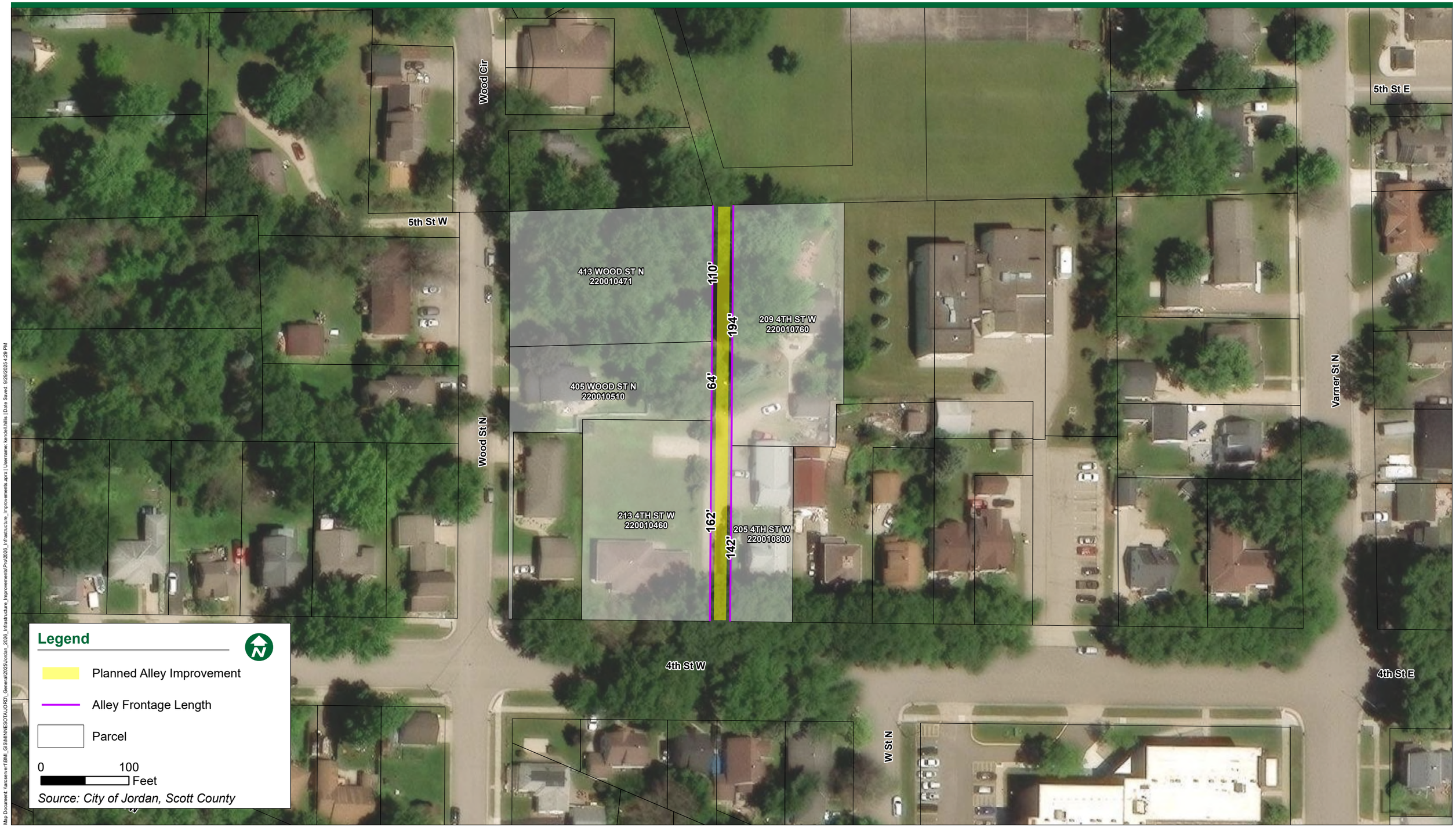
Appendix C: Preliminary Assessment Roll & Maps

DRAFT PRELIMINARY ASSESSMENT ROLL
2026 INFRASTRUCTURE IMPROVEMENTS
CITY OF JORDAN, MN
1/5/2026

PRELIMINARY SPECIAL ASSESSMENT ROLL: ALL ALLEYS

TOTAL ESTIMATE PROJECT COST - ALL ALLEYS	$213,600.00
70% OF TOTAL ESTIMATED PROJECT COST - FUNDED BY CITY	$149,520.00
30% OF TOTAL ESTIMATE PROJECT COST - FUNDED BY SPECIAL ASSESSMENTS	$64,080.00
TOTAL FRONT FOOTAGE	1872
ASSESED FRONT FOOT RATE	**$34.23**

PID	Property Address	Taxpayer Name	Taxpayer Address	Front Footage	Assessment Amount
220010460	213 4TH ST W Jordan, MN 55352	BECKER ARIC GERARD	213 4TH ST W JORDAN, MN 55352	162	$5,545
220010470	413 WOOD ST N Jordan, MN 55352	DJS ENTERPRISES LLC	350 VALLEY VIEW DR JORDAN MN 55352	110	$3,765
220010510	405 WOOD ST N Jordan, MN 55352	KNOOP DALLAS	405 WOOD ST N JORDAN, MN 55352	64	$2,191
220010760	209 4TH ST W Jordan, MN 55352	SHABOLDIN OKSANA & SHABOLDIN VANESSA ALE	209 4TH ST W JORDAN, MN 55352	194	$6,641
220010800	205 4TH ST W Jordan, MN 55352	CARLSON BONNIE JEAN	205 4TH ST W JORDAN, MN 55352	142	$4,861
220021360	209 RICE ST N Jordan, MN 55352	MOWER-MRAMOR GRACEYN	209 RICE ST N JORDAN, MN 55352	60	$2,054
220021370	204 3RD ST E Jordan, MN 55352	STERN KALEB	204 3RD ST E JORDAN, MN 55352	60	$2,054
220021380	208 3RD ST E Jordan, MN 55352	BUESGENS-GOEBEL KATHRYN	208 3RD ST E JORDAN, MN 55352	60	$2,054
220021410	208 BROADWAY ST N Jordan, MN 55352	MALEK JEFFREY J	208 BROADWAY ST N JORDAN, MN 55352	120	$4,108
220021420	210 BROADWAY ST N Jordan, MN 55352	CHURCH OF ST JOHN THE BAPTIST	313 2 ST E JORDAN, MN 55352	300	$10,269
220021670	307 VARNER ST N Jordan, MN 55352	HATLING NINA J	307 VARNER ST N JORDAN, MN 55352	60	$2,054
220021690	104 4TH ST E Jordan, MN 55352	SKALLERUD LORI L	104 4 ST E JORDAN, MN 55352	66	$2,259
220021700	108 4TH ST E Jordan, MN 55352	JOHNSON JEREMY Q	108 4 ST E JORDAN, MN 55352	54	$1,848
220021710	112 4TH ST E Jordan, MN 55352	BRIESE JEREMEY	112 4 ST E JORDAN, MN 55352	120	$4,108
220021720	117 3RD ST E Jordan, MN 55352	BOHLMAN FAMILY TRUST	117 3RD ST E JORDAN, MN 55352	60	$2,054
220021730	113 3RD ST E Jordan, MN 55352	KURTZ STEPHANIE SUSAN	16365 HIGH BLUFF CIR CARVER, MN 55315	57	$1,951
220021740	109 3RD ST E Jordan, MN 55352	SCHULTE LEA	109 3RD ST E JORDAN, MN 55352	63	$2,157
220021750	105 3RD ST E Jordan, MN 55352	NOYES JENNIFER M	105 3RD ST E JORDAN, MN 55352	60	$2,054
220021760	301 VARNER ST N Jordan, MN 55352	SAND CREEK BAPTIST CHURCH	301 VARNER ST N JORDAN, MN 55352	60	$2,054
				SUBTOTAL:	**$64,080**



4th St W
4th St E
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Varner St N
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21

104 4TH ST E
220021690
108 4TH ST E
220021700
112 4TH ST E
220021710
307 VARNER ST N
220021670

60' 66' 54' 120'
60' 60' 63' 57' 60'

301 VARNER ST N
220021760
105 3RD ST E
220021750
109 3RD ST E
220021740
113 3RD ST E
220021730
117 3RD ST E
220021720

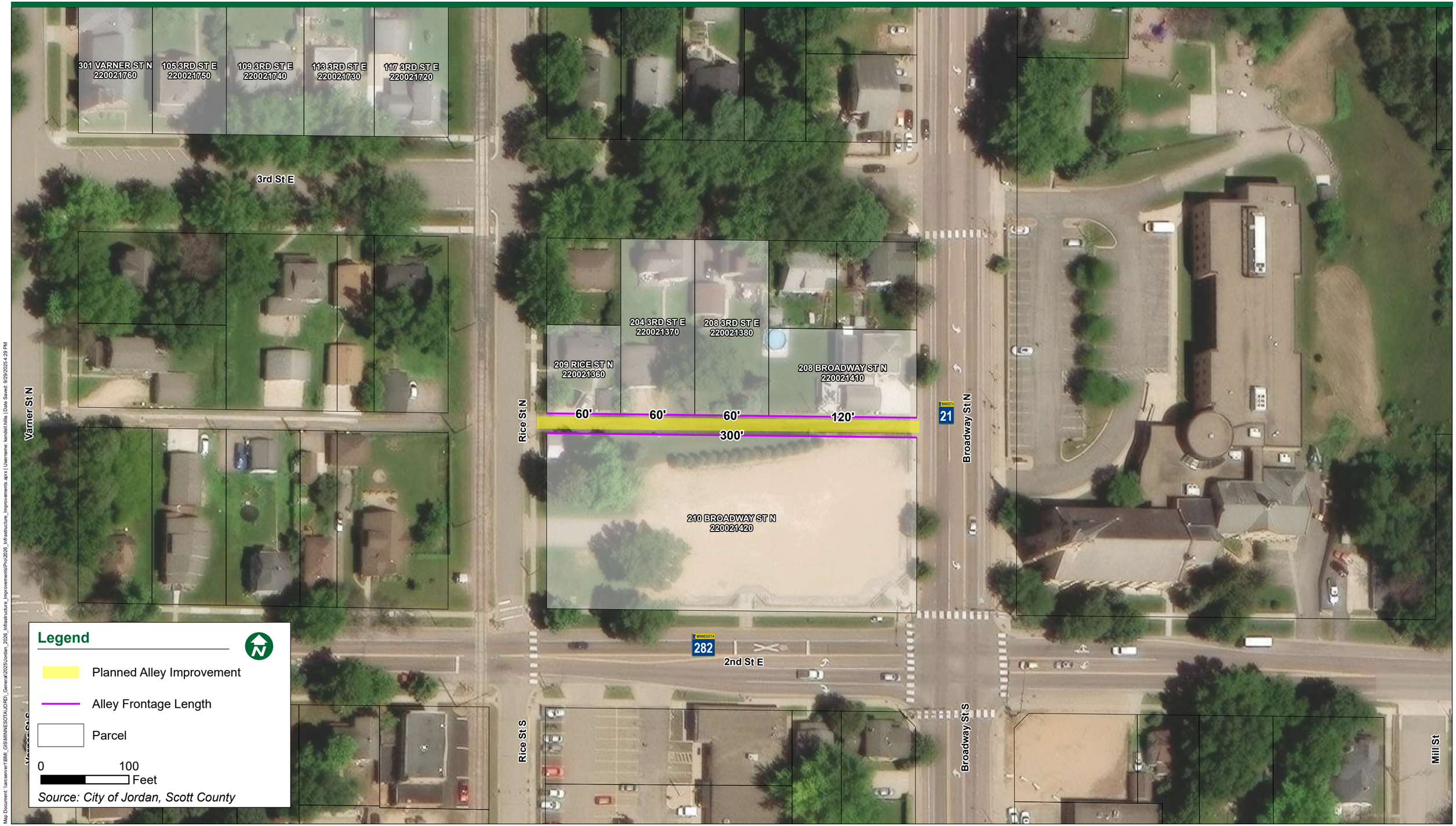
204 3RD ST E
220021370
208 3RD ST E
220021380
209 RICE ST N
220021360
208 BROADWAY ST N
220021410

Legend

- Planned Alley Improvement
- Alley Frontage Length
- Parcel

0 100 Feet

Source: City of Jordan, Scott County



Appendix D: Geotechnical Report

BRAUN INTERTEC

the science you build on

REVISED Pavement Evaluation Report

2026 Infrastructure Improvements Project

Various Streets
Jordan, Minnesota
BMI Project No. 25X.141083.00

Prepared for

Bolton & Menk, Inc.

Professional Certification:
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.

Matthew P. Ruble, PE
Vice President, Principal Engineer
License Number: 40395
January 7, 2026

Braun Intertec Corporation

Project B2509291

BRAUN INTERTEC

January 7, 2026 Project B2509291

Luke Wheeler, PE
Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, MN 55337

Re: REVISED Pavement Evaluation
2026 Infrastructure Improvements Project
Various Streets
Jordan, Minnesota
BMI Project No. 25X.141083.000

Dear Mr. Wheeler:

We are pleased to present this revised pavement evaluation report for the 2026 Infrastructure Improvements project in Jordan, Minnesota. This revised pavement evaluation addresses the updates on pavement rehabilitation recommendations for Hope Avenue between Old Highway 169 Boulevard and Hillside Drive.

Thank you for making Braun Intertec Corporation (Braun Intertec) your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Zach Semlak at 651.788.5071 (zsemlak@braunintertec.com) or Matt Ruble at 612.434.0577 (mruble@braunintertec.com).

Sincerely,
Braun Intertec Corporation

Zachary T. Semlak, EIT
Staff Engineer

Matthew P. Ruble, PE
Vice President, Principal Engineer

c: Mike Waltman, PE, Bolton & Menk, Inc.

Table of Contents

Table of Contents (Continued)

1.0 Introduction

1.1 Project Description

This pavement evaluation report addresses the proposed design and construction of the 2026 Infrastructure Improvements project in Jordan, Minnesota. The project will include the pavement rehabilitation utilizing mainly a mill & overlay (M&O) methodology with some localized areas utilizing a full-depth reclamation (FDR) rehabilitation method. The yellow highlighted streets in Figure 1-1 depict the areas of proposed rehabilitation. Table 1-1 also summarizes additional project details used to prepare this pavement evaluation report.

Table 1-1. Project Description

Project Component	Description	Source
Pavement type	Bituminous	City of Jordan (City) / Bolton & Menk, Inc. (BMI)
Pavement rehabilitation methods	▪ Mill & Overlay (M&O) ▪ Full-depth reclamation (FDR)	City / BMI
Pavement loads	▪ **Ervin Industrial Drive**: 111,000 Bituminous ESALs (BESALs)* ▪ **Park Drive**: 94,000 BESALs ▪ **Sawmill Road**: 126,000 BESALs ▪ **All other municipal roadways**: Less than 200,000 BESALs	MnDOT traffic count database system (TCDS) and State Aid ESAL Calculator. Assumed the most recent 2024 count for design with a general growth rate between 1 and 2 percent based on recent historical AADTs stemming from 2016 to 2024. For all other municipal roadways not listed under the TCDS, this value is assumed based on typical residential traffic, delivery vehicles, and garbage trucks.
Grade changes	Street grades will be within 1-foot of existing.	Assumed

*Equivalent 18,000-lb single axle loads based on 20-year design.

Figure 1-1 shows an illustration of the project area proposed for rehabilitation in the 2026 Infrastructure Improvements Project.

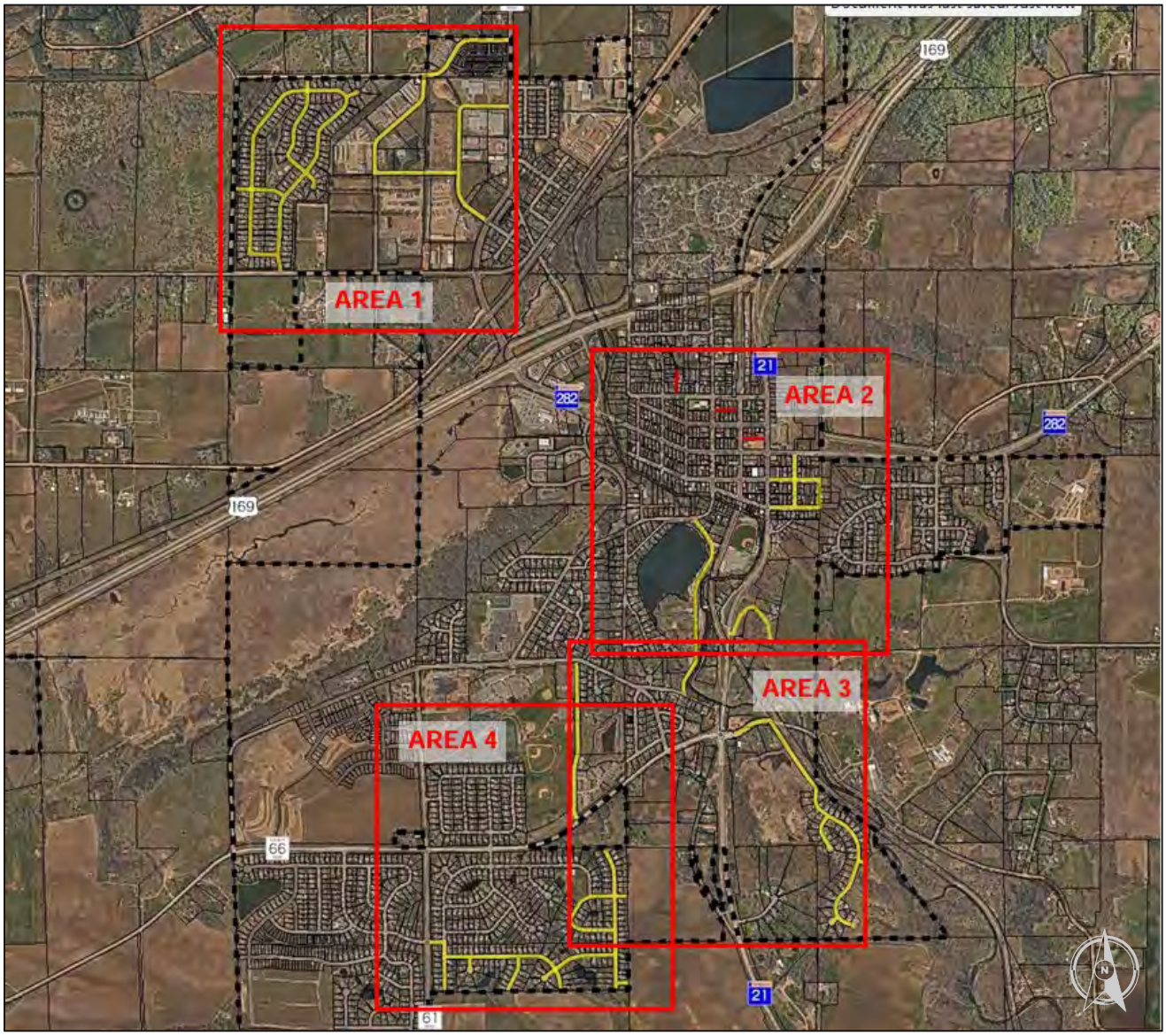


Figure 1-1. Project Areas
Figure provided by Bolton & Menk, Inc.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses, and/or recommendations.

1.2 Site Conditions

Project areas 1 through 4 (depicted in Figure 1-1) currently exists as developed collector (minor and major) or arterial roadways throughout city of Jordan. Table 1-2 provides some general details for each roadway corridor evaluated in this pavement evaluation and includes boundaries and site slopes.

Table 1-2. General Site Conditions

Project Area*	Boundaries	Site Elevation Ranges
Area 1	Beaumont Avenue (west), 185th Street West (north), Quaker Avenue (east) and 190th Street West (south)	About 787 feet at pavement core C-101 to about 820.8 feet at pavement core C-105, with grades generally sloping downward to the east and west from core C-105.
Area 2	2nd Street East (north), East Street (east), Hillside Drive (south), Sunset Drive (west)	About 780.5 feet at pavement core C-201 to about 806.7.8 feet at pavement core C-205, with grades generally sloping downward from the north to the south
Area 3	Hope Avenue (west), Hillside Drive (north), Red Oak Court (south), Sand Creek River (east)	About 801.0 feet at pavement core C-307 to about 890.4 feet at pavement core C-305, with grades generally sloping downward from the south to the north.
Area 4	Aberdeen Avenue (west), Old Highway 169 Boulevard (north), Hope Avenue (east), and farmland to the south	About 878.9 feet at pavement core C-401 to about 915.5 feet at pavement core C-403, with grades generally sloping downward from the east to west. This area also has hummocky topography where streets may be considered “rolling hills.”

*Area referenced is presented in Figure 1-1.

1.3 Purpose

The purpose of our pavement evaluation will be to measure the pavement thicknesses and sample shallow subsurface materials using ground penetrating radar, pavement coring, and hand auger borings. Data collected will be used to provide recommendations for the City of Jordan 2026 Infrastructure Improvements Project.

1.4 Background Information and Reference Documents

We reviewed the following information:

- Email request from Bolton & Menk with supporting map and scope documents for the 2026 Infrastructure Improvements project.
- Geologic map titled M-178, Surficial Geology of the Twin Cities Metropolitan Area, Minnesota prepared by the Minnesota Geological Survey, dated 2007.
- City of Jordan 2024 Infrastructure Improvements Geotechnical Evaluation (Project B2310497), prepared by Braun Intertec and dated December 11, 2023
- City of Jordan 2023 Infrastructure Improvements Pavement Evaluation (Project B2211043), prepared by Braun Intertec and dated December 6, 2022.

1.5 Scope of Services

We performed our scope of services for the project in accordance with our Proposal for a Pavement Evaluation (Braun Intertec Proposal No. QTB222755), dated October 6, 2025. The following list describes the geotechnical tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.
- Staking and coordinating the clearing of exploration location of underground utilities. We selected and we staked the new exploration locations. We acquired the surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Pavement Core and GPR Testing Location Sketch included in the Appendix shows the approximate locations of the pavement cores and GPR testing paths.
- Scanning the roadways with a 2.0-gigahertz air-coupled Ground Penetrating Radar (GPR) in both travel directions.
- Performing 54 pavement cores with associated hand auger borings, denoted as C-101 to C-118, C-201 to C-214, C-301 to C-308, and C-401 to C-411.
- Performing laboratory testing on select samples to aid in soil classification and engineering analysis.
- Preparing this report containing a pavement core and GPR testing location sketch, photographic core log of the pavement cores and apparent aggregate base, a summary of the soils encountered, results of laboratory tests, and recommendations for pavement subgrade preparation (where needed) and the design of pavements utilizing a M&O or FDR method.

Our scope of services did not include environmental services or testing and our geotechnical personnel performing this evaluation are not trained to provide environmental services or testing. We can provide environmental services or testing at your request.

2.0 Results

2.1 Geologic Overview

We based the geologic origins used in this report on the soil types, laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history for the site.

2.2 Previous Geotechnical Information

As part of the 2026 project, we are incorporating recommendations that were previously addressed under the 2023 infrastructure improvements project for Lincoln Avenue between Trunk Highway 21 to the Broadway Standpipe. We performed 3 pavement cores along Lincoln Avenue to depths of about 2 feet below existing grade surface. The results are presented in a table in the Appendix, titled *From 2022 Exploration (B2211043)*.

The previous evaluation recommended a 12-inch FDR for Lincoln Avenue stemming from Trunk Highway 21 (Broadway Street) to the Broadway Standpipe, and is incorporated under this 2026 Infrastructure Improvements project.

2.3 Ground Penetrating Radar (GPR)

GPR was used to approximate pavement layer thicknesses as part of the 2026 Infrastructure Improvements project in Jordan, Minnesota. The data was collected at a nominal 1-foot interval. Where “ground truth” data (pavement cores) were performed, the interpreted layers from the GPR scan were compared directly to the measured thicknesses from the cores to improve the overall accuracy of the GPR analysis.

The tables shown in the Appendix show summary statistics of the bituminous pavement layer thicknesses for both the work completed for on the 2026 and 2023 Infrastructure Improvement projects. The Graphical Results of the GPR can be found in the Appendix as well. We can provide complete results electronically at your request.

In the GPR analysis, a second layer (probable aggregate base) was not always visible in the scans, therefore it was difficult to identify as a distinct layer. A lack of a visible second layer in the GPR scan does not imply an absence of one within the pavement section. Refer to our pavement core and hand auger boring results for approximate aggregate base depths in these locations.

2.4 Pavement Cores and Hand Auger Borings

We performed pavement coring and hand auger borings at 54 locations along the various roads, as shown in the sketch in the Appendix. Hand auger borings (HABs) were also performed through the aggregate base layer and into the shallow subgrade in core locations.

The pavement cores and HABs were used to measure pavement layer thicknesses for the bituminous and aggregate base layers, to assess bituminous conditions, and determine the shallow subgrade soil type. The results are provided in a table shown in Appendix.

For laboratory test results on the apparent aggregate base material, refer to Section 2.5.

2.5 Laboratory Test Results

We performed laboratory tests on select soil samples to aid us in our evaluation. Table 2-1 provides the range of results for the moisture contents and percent passing the #200 sieve on the apparent aggregate base material collected during our exploration.

Table 2-1. Laboratory Classification Test Results

Pavement Core Location	Sample Layer	ASTM Classification	Moisture Content (%)	Percent Passing a #200 Sieve (%)
C-102	Apparent Aggregate Base	Poorly Graded Sand with Silt (SP-SM)	5	9
C-106			5	11
C-108			5	11
C-114			5	9
C-118			6	9
C-121			5	10
C-203			7	10
C-206			7	10
C-209			6	10
C-211			10	7
C-302			6	10
C-306			5	11
C-307		Silty Sand (SM)	6	14
C-405		Poorly Graded Sand with Silt (SP-SM)	6	8
C-406			8	7
C-408			6	12
C-409			7	11

It should be noted that the sieve results should be used as information only and that we cannot conclusively determine if the material encountered satisfied a particular specification. The apparent aggregate base was obtained using a hand auger or shovel through a core hole in the existing pavement and the material can be subject to contamination from surrounding materials. Also, since the time it was installed, the apparent aggregate base material also may have been further crushed under traffic loads and environmental conditions may have resulted in compositional changes.

3.0 Recommendations

3.1 Design and Construction Discussion

The recommendations provided herein are based on the information provided to us at the time of this report. As the project progresses through final design or elements of the project are adjusted, we should revisit our recommendations. References to the MnDOT Specification in this report are to Minnesota Department of Transportation (MnDOT) Standard Specification for Construction, 2025 edition.

3.1.1 Pavement Rehabilitation Methods

Based on our understanding, the 2026 Infrastructure Improvements project will utilize either an M&O or FDR process. Table 3-1 presents our recommended pavement rehabilitation method for each of the identified roads.

Table 3-1. Proposed Rehabilitation Approach

Rehabilitation Method	Location
Mill-and-Overlay	▪ Ervin Industrial Drive ▪ Enterprise Drive ▪ Corporate Drive ▪ 185th Street West ▪ Dakota Point/Copper Court ▪ Pioneer Court ▪ Lodge Drive ▪ Heritage Trail ▪ Foxboro Way ▪ Mill Street ▪ 1st Street East ▪ East Street ▪ Water Street ▪ Park Drive* ▪ Hope Avenue (Pergola Street to 650 feet north of Waterford Way) ▪ Sawmill Road ▪ O'Day Drive ▪ Green Ash Court ▪ Red Oak Court ▪ Woodridge Court ▪ Bridle Creek ▪ Trellis Street ▪ Rose Court ▪ Jasmine Lane ▪ Vine Circle/Vine Street ▪ Waterford Way
Full-Depth Reclamation	▪ Lincoln Avenue ▪ Hope Avenue (Old Highway 169 Blvd to Hillside Drive)

*Parts of Park Drive should be considered for FDR given pavement core conditions.

3.1.2 Reuse of Pavement Materials

From a materials perspective, milling or reclamation of the bituminous pavement materials for reuse as recycled aggregate base or as a component to new pavements is acceptable assuming the produced products meet the applicable project specifications, and these practices are acceptable to the City. Prior to reuse, the project should implement thorough quality control practices, including frequent sieve analyses, asphalt contents and other tests, to achieve desirable characteristics for any reclaimed material processed on site.

3.2 Mill and Overlay

We recommend milling the pavements, for the streets discussed in Section 3.1.1 in accordance with MnDOT Specification 2232. The mill depth will vary based on conditions encountered but we recommend a minimum mill depth of **2 inches** for the areas noted as M&O rehabilitation. Where areas encounter thinner bituminous pavement (4 inches or less), we recommend reducing the mill depth to **1 1/2 inches** to reduce the potential for breaking through the existing bituminous base course with heavy equipment during construction.

Of note, on Park Drive near pavement core C-214, we encountered debonding 2-inches below the surface and would recommend adjusting the mill depth to **2 1/2 inches** to get below the debonding.

The surface condition prior to milling can indicate where deeper repairs to the milled surface may be necessary to improve the life of the overlay. This includes distresses such as severe longitudinal and transverse cracking, alligator/fatigue cracking of any severity, potholes, edge cracking, and similar failures. MnDOT defines these distresses in their surface rating procedure as follows:

- High-severity transverse cracking: Any crack running transverse to the centerline of the roadway with significant adjacent random cracking (12 inches or more apart), have large areas of spalling, missing material and/or potholes.
- High-severity longitudinal cracking: Any crack running parallel to the centerline of the roadway with significant adjacent random cracking (12-inches or more apart), large areas of spalling, missing material and/or potholes.
- Alligator cracking: A series of interconnected cracks forming many-sided, sharp-angled pieces, 6 inches or less in size, typically located in wheel paths and under concentrated traffic loads.

We recommend an experienced engineer walks the milled surface to delineate areas for these repairs based on conditions exposed by the milling process.

With an M&O rehabilitation approach, reflective cracking will likely develop within a year or two, allowing for water from rain or snow to intrude into the pavement and lead to a reduced pavement life. We have provided in Section 3.2.1 an optional approach for undersealing the pavement and delaying the reflective cracking.

The bituminous mixes should follow MnDOT Specification 2360. Existing pavement depth can vary between the core locations. The contractor may need to adjust the mill depth to account for unexpected conditions such as areas of thin pavement.

3.2.1 OPTIONAL – Additional Mill & Overlay Preparation

An optional approach to help mitigate the development of reflective cracking within a year or two includes, following the milling, having the milled surface undersealed in accordance with MnDOT Specification 2356, prior to placement of the bituminous overlay.

After milling the pavements to the required depths and prior to overlaying, we recommend air blasting any deteriorated cracks and joints to remove loose or deteriorated bituminous surfacing. The air blasting shall be done with high-pressure (100+ psi) equipment. This work should be performed in accordance with MnDOT Specification 2231.

Cracks or depressions resulting after surface repair, air blasting, sweeping or milling operations, which are greater than 1 1/2 inches in depth and width, should be patched with Bituminous Patching Mixture, in accordance with MnDOT Specification 2231. Patching of these areas should be done ahead of the paving operation and compacted with a small vibratory or pneumatic roller. Depressions of lesser dimensions should be filled with the bituminous course mixture in front of the paver. If the City elects to utilize this option, we can aid in estimating the approximate tonnage per mile.

3.3 Full-Depth Reclamation

For the roads proposed for rehabilitation using FDR specified in Section 3.1.1, we recommend a 12-inch FDR to allow for reuse of the pavement materials through reclamation, removal, grading, and compaction. Approximately 4 inches of reclaimed material would need to be removed for placement of the bituminous pavement.

Of note, on Park Drive (near C-213), we encountered high severity stripping/deterioration which we would typically recommend an FDR. If the City wants to consider an FDR approach, we recommend performing a 10-inch FDR for all of Park Drive in lieu of the proposed M&O, to allow for reuse of the pavement materials through reclamation, removal, grading and compaction. Performing an FDR for a small section from both an economical and constructability perspective may not make the most sense, and as such, FDR is considered optional.

Additionally, Hope Avenue between Hillside Drive and Old Highway 169 Boulevard, is currently proposed as FDR understanding crown adjustments to the road corridor are proposed. If the City determines to address the crown adjustments on Hope Avenue at a later time, the City could consider M&O rehabilitation as an alternative, following the recommendations provided in Section 3.2.

Based on the measurements from the borings, pavement cores, and hand auger borings, the reclaim will generally avoid subgrade soils and the reclaim is anticipated to terminate within existing apparent aggregate base material. Variation in existing pavement depth should be anticipated, requiring adjustment of the reclaim depth during construction. Although not anticipated for this project, if there are areas where subgrades may be penetrated due to a thinner pavement section, we recommend reducing the mill depth to the top of subgrade and excavating to the design depth of the pavement section.

We recommend following MnDOT Specification 2215 for the reclaiming process. Prior to reclamation, we recommend any vegetation in cracks be removed. Variation of existing pavement depths should be anticipated, which will require adjustments of the reclamation depth, particularly in areas where thin aggregate base material is encountered. In addition, in areas where the aggregate base layer is too thin or reclamation may be contaminated with underlying subgrade soils additional aggregate can be blended into the reclaimed material or excess reclaim from other areas on the project can be used (assuming the City finds this approach acceptable). We suggest the contractor assume some contingency for importing clean, crushed rock that can be blended with the reclaimed material.

We recommend implementing thorough quality control practices, including frequent sieve analyses, to achieve a desirable gradation of the reclaimed material. The gradation requirements of MnDOT Specification 2215 (Reclamation) or Specification 3138 (Aggregate for Surface and Base Courses) can be used for the aggregate base; the latter specification's controls on gradation and asphalt content are stricter and will generally be more difficult to meet.

3.3.1 Full-Depth Reclamation Preparation

We recommend the following steps for pavement reclamation preparation, understanding the new pavements will match existing grades.

1. Reclaim the pavement as recommended under Section 3.3, stockpile and/or redistribute excess reclaim material as necessary to perform watermain replacement and/or to construct the new pavement sections.
2. Once the roadway section is cut to grade, a geotechnical engineer or their representative should observe the top of reclaim material (and/or subgrade if material below reclaim becomes exposed or wet) to evaluate if additional improvements are necessary.

3.3.2 Full-Depth Reclamation Design Section

For the FDR process, the pavement should generally follow Table 3-2.

Table 3-2. Proposed Bituminous Pavement Section

Roadways	Material	Thickness (inches)	Material	Material Specification
▪ Lincoln Avenue ▪ Hope Avenue (Old Highway 169 Blvd to Hillside Drive)	Bituminous wear course	2	SPWEA240C	MnDOT 2360
	Bituminous wear course	2	SPNWB230C	MnDOT 2360
	Aggregate base	8	Reclaim	MnDOT 2215
	Residual aggregate base	Varies	---	---
	Approved subgrade	---	---	---

If additional Class 5 is needed/brought to the project site, we recommend following MnDOT specification 2211.

3.3.3 Bituminous Pavement Materials and Compaction

We recommend that the bituminous wear and non-wear courses meet the requirements of Specifications 2360.

We recommend compacting the aggregate base to meet the requirements of MnDOT Specification 2211.3.D.2.c (Penetration Index Method for the dynamic cone penetrometer [DCP]). We recommend compacting bituminous pavements to the specified densities listed in MnDOT Specification at least 92 percent of their maximum theoretical (Rice) density.

3.3.4 Performance and Maintenance

We based the above pavement designs on a 20-year performance life for bituminous. This is the amount of time before we anticipate the pavement will require major rehabilitation. This performance life assumes routine maintenance, such as seal coating and crack sealing. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

Many conditions affect the overall performance of pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regard to bituminous pavements in particular, it is common to have thermal cracking develop within the first few years of placement and continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in exterior slabs and pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

3.3.5 Miscellaneous Bituminous Recommendations

When placing new pavement next to in-place pavement, we recommend providing a full-depth sawcut to ensure a uniform joint.

We recommend tack coat between all bituminous layers and prior to placing any bituminous mixtures on existing pavement in accordance with MnDOT Specification 2357.

4.0 Procedures

4.1 Ground Penetrating Radar

4.1.1 Data Collection

GPR data was collected in October 21st, 2025. GPR collection occurred at posted speed limits and data was recorded continuously along the pavement to a depth of up to 2 feet. Analysis of this data provides a continuous estimate of layer thickness for identifiable layers.

Scans of the pavement were collected according to GSSI, Inc. (manufacturer) SIR-30 processor settings at a specified interval of approximately one scan per lineal foot in the outer wheel path. A calibration file, required for data post-processing, was collected at the onset of testing. The RoadScan system from GSSI, Inc. allows for the entry of user marks to note events. This capability was used to mark and tie in core locations. Distance along the pavement is measured using a Distance Measuring Instrument (DMI).

4.1.2 GPR Analysis

Data collected by the GPR unit was returned to our office and analyzed to estimate the pavement thickness. Pavement layer interpretation was accomplished using RADAN 7.0, a software package included with the GSSI RoadScan system. The software includes tools to aid in delineating pavement layer transitions and automatically calculates their depths from the pavement surface using the calibration file(s) collected prior to or following testing.

Where "ground-truth" data (cores and hand augers) were performed, the interpreted layers from the GPR scan were compared directly to the measured thicknesses from the borings to validate the accuracy of the GPR analysis.

4.2 Pavement Coring and Hand Auger Borings

We performed pavement cores and hand auger borings in November of 2025. Exploration locations were selected based on GPR results. The coring was performed with a 4-inch diameter diamond-toothed core barrel fitted on a mechanically operated rotary drill. From the top of the apparent aggregate base layer, we extended a manually operated hand auger through the base layer and into the subgrade layer. Upon completion of the pavement cores and hand augers, we then performed our penetration test borings.

The cores were measured to obtain approximate bituminous thicknesses, and their material conditions were noted based on visual observation. A sample of underlying base material was obtained at each of the exploration locations and was sent to our laboratory for review by a geotechnical engineer.

4.3 Material Classification and Testing

4.3.1 Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The Appendix includes a chart explaining the classification system we used.

4.3.2 Laboratory Testing

The exploration logs in the Appendix note most of the results of the laboratory tests performed on geologic material samples. We performed the tests in general accordance with ASTM procedures.

4.4 Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes or allowed them to remain open for an extended period of observation, as noted on the boring logs.

5.0 Qualifications

5.1 Variations in Subsurface Conditions

5.1.1 Material Strata

We developed our evaluation, analyses, and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation, and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

5.1.2 Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs and interpreted in the text of this report. Note that the observation periods were relatively short, and project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

5.2 Continuity of Professional Responsibility

5.2.1 Plan Review

We based this report on a limited amount of information, and we made a number of assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

5.2.2 Construction Observations and Testing

We recommend retaining us to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

5.3 Use of Report

This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

5.4 Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix

Pavement Core and GPR Testing Location Sketch (2 Pages)
Descriptive Terminology of Soil
Table – 2026 Infrastructure Improvements (2 Pages)
Table – 2023 Infrastructure Improvements
Photographic Core Log (54 Pages)
Photographic Core Log (2023) – 2 Pages
Statistical Results – GPR Summary Thicknesses, Bituminous (2 Pages)
Statistical Results – GPR Summary Thicknesses, Aggregate (2 Pages)
Graphical Results – GPR Pavement Thicknesses (42 Pages)
MnPAVE – Flexible Results (2 pages)

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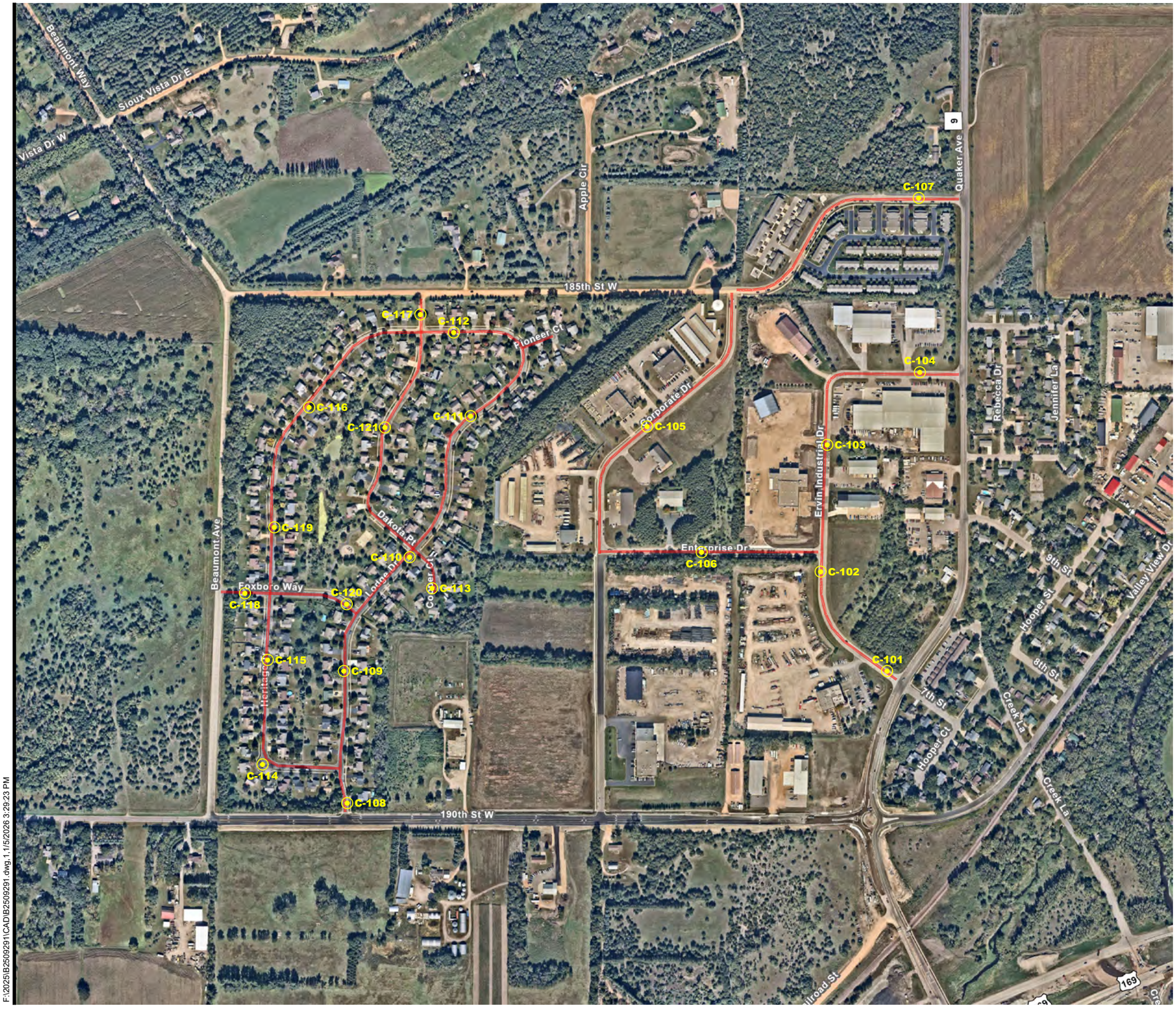

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE AND HAND AUGER BORING

DENOTES APPROXIMATE LOCATION OF GPR TESTING

250' 0 500'

SCALE: 1" = 500'

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BRAUN INTERTEC

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11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2509291
Drawing No:	B2509291
Drawn By:	BJB
Date Drawn:	10/15/25
Checked By:	ZS
Last Modified:	1/5/26

Project Information

City of Jordan 2026 Infrastructure Improvements

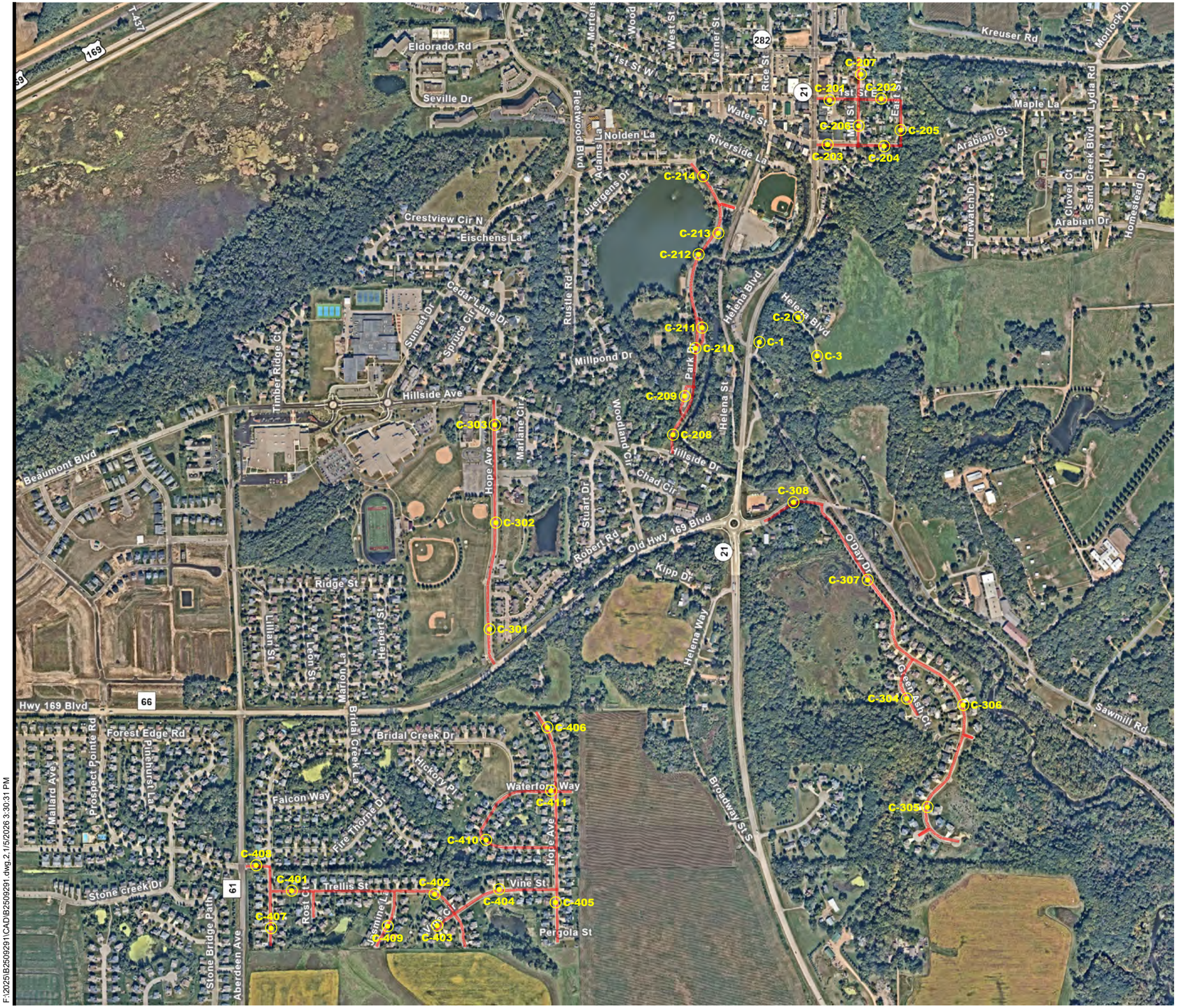
Various Streets

Jordan, Minnesota

Pavement Core and GPR Testing Location Sketch

Sheet: 1 of 2

Fig:



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DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE AND HAND AUGER BORING

DENOTES APPROXIMATE LOCATION OF GPR TESTING

400' 0 800'

SCALE: 1" = 800'

BRAUN INTERTEC

The science you build on

11001 Hampshire Avenue S
Minneapolis, MN 55438
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Drawing Information

Project No:	B2509291
Drawing No:	B2509291
Drawn By:	BJB
Date Drawn:	10/15/25
Checked By:	ZS
Last Modified:	1/5/26

Project Information

City of Jordan 2026 Infrastructure Improvements

Various Streets

Jordan, Minnesota

Pavement Core and GPR Testing Location Sketch

Sheet: 2 of 2

Fig:

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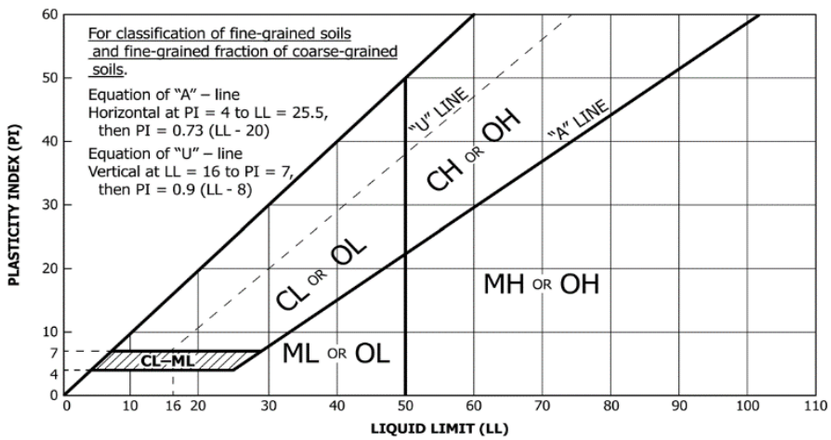
Descriptive Terminology of Soil

Based on Standards ASTM D2487/2488
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification	
				Group Symbol	Group Name[B]
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines[C])	$C_u \geq 4$ and $1 \leq C_c \leq 3$[D]	GW	Well-graded gravel[E]
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$)[D]	GP	Poorly graded gravel[E]
		Gravels with Fines (More than 12% fines[C])	Fines classify as ML or MH	GM	Silty gravel[E F G]
			Fines Classify as CL or CH	GC	Clayey gravel[E F G]
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines[H])	$C_u \geq 6$ and $1 \leq C_c \leq 3$[D]	SW	Well-graded sand[I]
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$)[D]	SP	Poorly graded sand[I]
		Sands with Fines (More than 12% fines[H])	Fines classify as ML or MH	SM	Silty sand[F G I]
			Fines classify as CL or CH	SC	Clayey sand[F G I]
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line[J]	CL	Lean clay[K L M]
			PI < 4 or plots below "A" line[J]	ML	Silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OL	Organic clay[K L M N] / Organic silt[K L M O]
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay[K L M]
			PI plots below "A" line	MH	Elastic silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OH	Organic clay[K L M P] / Organic silt[K L M Q]
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

A. Based on the material passing the 3-inch (75-mm) sieve.
B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
C. Gravels with 5 to 12% fines require dual symbols:
   GW-GM well-graded gravel with silt
   GW-GC well-graded gravel with clay
   GP-GM poorly graded gravel with silt
   GP-GC poorly graded gravel with clay
D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
E. If soil contains ≥ 15% sand, add "with sand" to group name.
F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
G. If fines are organic, add "with organic fines" to group name.
H. Sands with 5 to 12% fines require dual symbols:
   SW-SM well-graded sand with silt
   SW-SC well-graded sand with clay
   SP-SM poorly graded sand with silt
   SP-SC poorly graded sand with clay
I. If soil contains ≥ 15% gravel, add "with gravel" to group name.
J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
L. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
M. If soil contains ≥ 30% plus No. 200 predominantly gravel, add "gravelly" to group name.
N. PI ≥ 4 and plots on or above "A" line.
O. PI < 4 or plots below "A" line.
P. PI plots on or above "A" line.
Q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**q_p**	Pocket penetrometer strength, tsf
WD	Wet density, pcf	**q_U**	Unconfined compression test, tsf
P200	% Passing #200 sieve	**LL**	Liquid limit
MC	Moisture content, %	**PL**	Plastic limit
OC	Organic content, %	**PI**	Plasticity index

Particle Size Identification

Boulders..... over 12"
Cobbles..... 3" to 12"
Gravel
  Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
  Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
Sand
  Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
  Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
  Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
Silt..... No. 200 (0.075 mm) to .005 mm
Clay..... < .005 mm

Relative Proportions[L,M]

trace..... 0 to 5%
little..... 6 to 14%
with..... ≥ 15%

Inclusion Thicknesses

lens..... 0 to 1/8"
seam..... 1/8" to 1"
layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose ..... 0 to 4 BPF
Loose ..... 5 to 10 BPF
Medium dense..... 11 to 30 BPF
Dense..... 31 to 50 BPF
Very dense..... over 50 BPF

Consistency of Cohesive Soils	Blows Per Foot	Approximate Unconfined Compressive Strength
Very soft	0 to 1 BPF	< 0.25 tsf
Soft	2 to 4 BPF	0.25 to 0.5 tsf
Medium	5 to 8 BPF	0.5 to 1 tsf
Stiff	9 to 15 BPF	1 to 2 tsf
Very Stiff	16 to 30 BPF	2 to 4 tsf
Hard	over 30 BPF	> 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (▽), at the end of drilling (▼), or at some time after drilling (▽).

Sample Symbols

Standard Penetration Test
Modified California (MC)
Auger
Grab Sample
Rock Core
Thinwall (TW)/Shelby Tube (SH)
Texas Cone Penetrometer
Dynamic Cone Penetrometer

5/2021

Street	Boring/Core Locations	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Overall Pavement Thickness (inches)	Pavement Core Condition
Ervin Industrial Drive	C-101	5 1/4	4	9 1/4	Good condition; debonding starting to occur at 2 inches
	C-102	5 1/2	8	13 1/2	Low severity stripping below 4 1/4 inches
	C-103	4 3/4	9	13 3/4	Low to moderate severity stripping below 2 inches
	C-104	4	10	14	Low to moderate severity stripping
Corporate Drive	C-105	4	16	20	Good condition; low severity stripping below 3 inches
Enterprise Drive	C-106	4 3/4	12	16 3/4	Moderate severity stripping
185th Street West	C-107	4 1/2	6	10 1/2	Low to moderate severity stripping below 3 inches
Lodge Drive	C-108	4 1/2	6	10 1/2	Low to moderate severity stripping
	C-109	4 1/4	10	14 1/4	Low to moderate severity stripping
	C-110	4 1/4	8	12 1/4	Low to moderate severity stripping in upper 1 1/2 inches
	C-111	4	6	10	Low severity stripping below 2 1/2 inches
	C-112	4	9	13	Low severity stripping
Cooper Court	C-113	5	9	14	Low severity stripping
Heritage Trail	C-114	4 1/2	11	15 1/2	Low severity stripping below 1 1/4 inches
	C-115	4 3/4	4	8 3/4	Debonded at a 1/2 inch; vertical crack from 2 inches down
	C-119	5	7	12	Low severity stripping below 3 1/2 inches
	C-116	5	7	12	Low severity stripping below 1 1/4 inches; debonding starting at 1 1/4 inches
Foxboro Way	C-118	4 1/2	12	16 1/2	Low severity stripping below 1 1/2 inches
	C-120	4 1/2	6	10 1/2	Low severity stripping below 1 1/4 inches
Dakota Point	C-117	5 1/4	6	11 1/4	Low severity stripping
	C-121	3 1/2	16	19 1/2	Low to moderate severity stripping
1st Street East	C-201	3 1/2	10	13 1/2	Low severity stripping below 2 1/2 inches
	C-202	4 1/4	5	9 1/4	Low to moderate severity stripping
Water Street	C-203	3 1/4	9	13 1/4	Low to moderate severity stripping
	C-204	4 1/4	13	17 1/4	Low to moderate severity stripping
East Street	C-205	3 1/4	16	19 1/4	Low severity stripping below 1 1/2 inches
	C-206	4 1/2	6	10 1/2	Low to moderate severity stripping

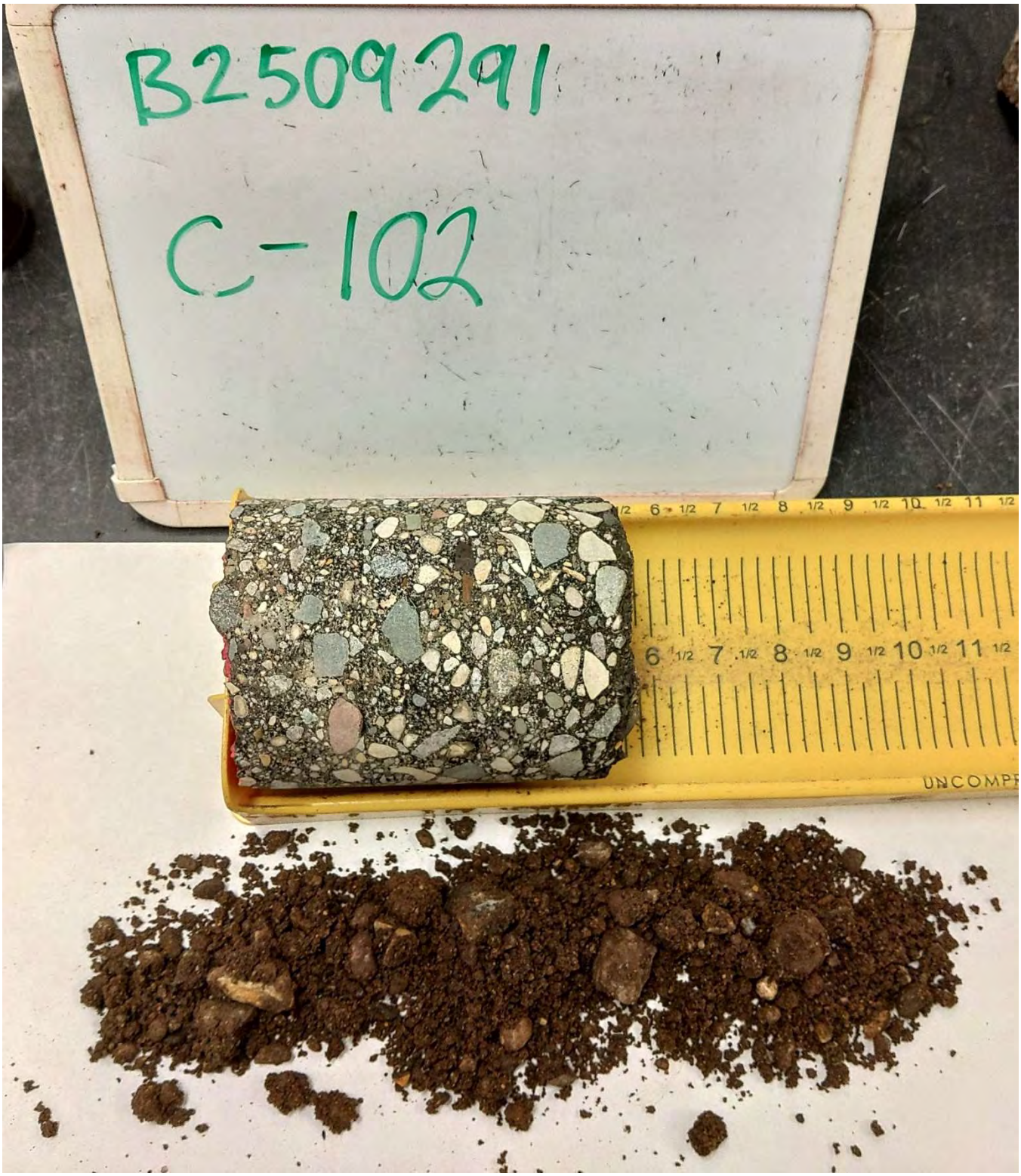
Street	Boring/Core Locations	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Overall Pavement Thickness (inches)	Pavement Core Condition
Mill Street	C-207	3 3/4	7	10 3/4	Good condition; debonding starting to occur at 1 1/2 inches
Park Drive	C-208	4	7	11	Low severity stripping
	C-209	3	11	14	Low severity stripping below 1 1/4 inches; upper 1 1/4 inches, good condition
	C-210	4	8	12	Good condition
	C-211	4 1/4	7	11 1/4	
	C-212	4 1/2	7	11 1/2	Moderate severity stripping below 1 1/2 inches
	C-213	4 1/2	7	11 1/2	Debonded at 1 inch; moderate to high severity stripping
	C-214	4 1/4	7	11 1/4	Debonded at 2 inches; low severity stripping
Hope Avenue	C-301	4 1/4	13	17 1/4	Good condition
	C-302	4 1/4	16	20 1/4	
	C-303	3 3/4	16	19 3/4	Moderate stripping below 1 3/4 inches.
Green Ash Court	C-304	4 3/4	12	16 3/4	Good condition
O'Day Drive	C-305	3 3/4	14	17 3/4	Low severity stripping
	C-306	3 1/2	14	17 1/2	Low to moderate severity stripping
	C-307	3 3/4	9	12 3/4	Upper 3 inches, good condition; Low severity stripping below 3 inches; Debonding starting to occur at 1 1/2 inches
Sawmill Road	C-308	5 1/2	12	17 1/2	Low severity stripping
Trellis Street	C-401	4 1/2	13	17 1/2	Low severity stripping
	C-402	4 1/4	5	9 1/4	Low severity stripping below 3 1/2 inches; debonding starting to occur at 1 1/4 inches; Upper 3 1/2 inches, good condition.
Vine Street	C-403	4	7	11	Low severity stripping
	C-404	4 1/2	8	12 1/2	Good condition
Hope Avenue	C-405	4 1/4	14	18 1/4	Low severity stripping
	C-406	3 3/4	9	12 3/4	Low to moderate severity stripping
Bridle Creek Drive	C-407	5	8	13	Low severity stripping
Prospect Point Road	C-408	4	13	17	Low severity stripping
Jasmine Lane	C-409	4	13	17	Low to high severity stripping
Waterford Way	C-410	5 1/4	12	17 1/4	Low severity stripping
	C-411	5 1/4	4	9 1/4	

From 2022 Exploration (B2211043)

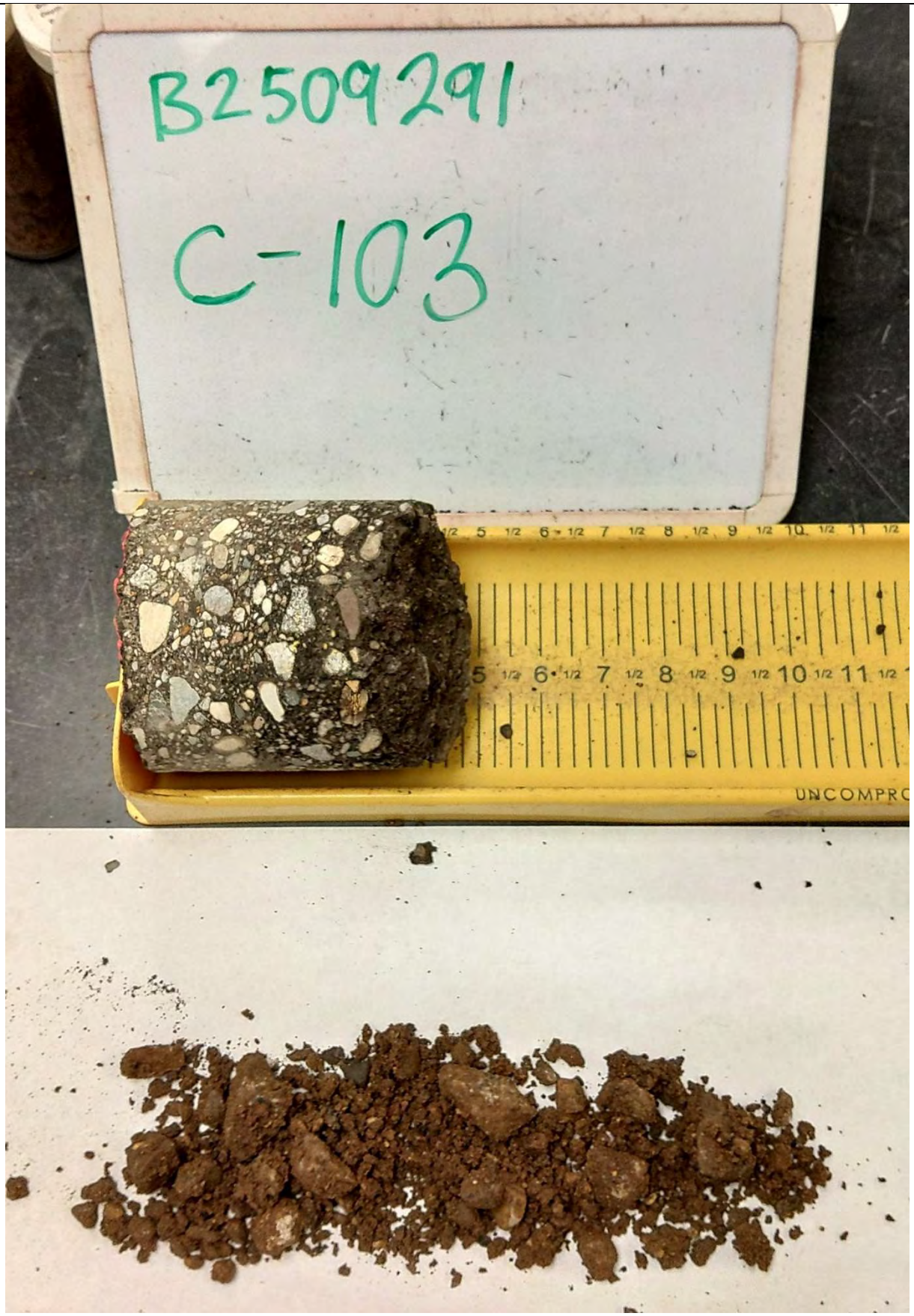
Street	Boring/Core Locations	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Overall Pavement Thickness (inches)	Subgrade Material Encountered
Lincoln Avenue	C-1	6 3/4	9	15 3/4	Clayey Sand (SC), Dark Brown, Moist
	C-2	3 1/2	8	11 1/2	Sand Lean Clay (CL), Dark Brown, Moist*
	C-3	5	11	16	Poorly graded sand with silt (SP-SM), fine to medium grained, trace gravel, dark brown, moist

*Subgrade soil encountered slightly organic soils with an organic content of 2 percent

Core #:	C - 101			Project: B2509291
Pavement thickness	5 1/4 inches	Agg base thickness:	4 inches	BRAUN INTERTEC the science you build on
Location:	Ervin Industrial Drive			
Date:	October 28, 2025			
Bituminous Notes:	Good condition; debonding starting to occur at 2 inches			



Core #:	C - 102			Project: B2509291
Pavement thickness	5 1/2 inches	Agg base thickness:	8 inches	BRAUN INTERTEC
Location:	Ervin Industrial Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 4 1/4 inches			



Core #:	C - 103			Project: B2509291
Pavement thickness	4 3/4 inches	Agg base thickness:	9 inches	BRAUN INTERTEC the science you build on
Location:	Ervin Industrial Drive			
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping below 2 inches			

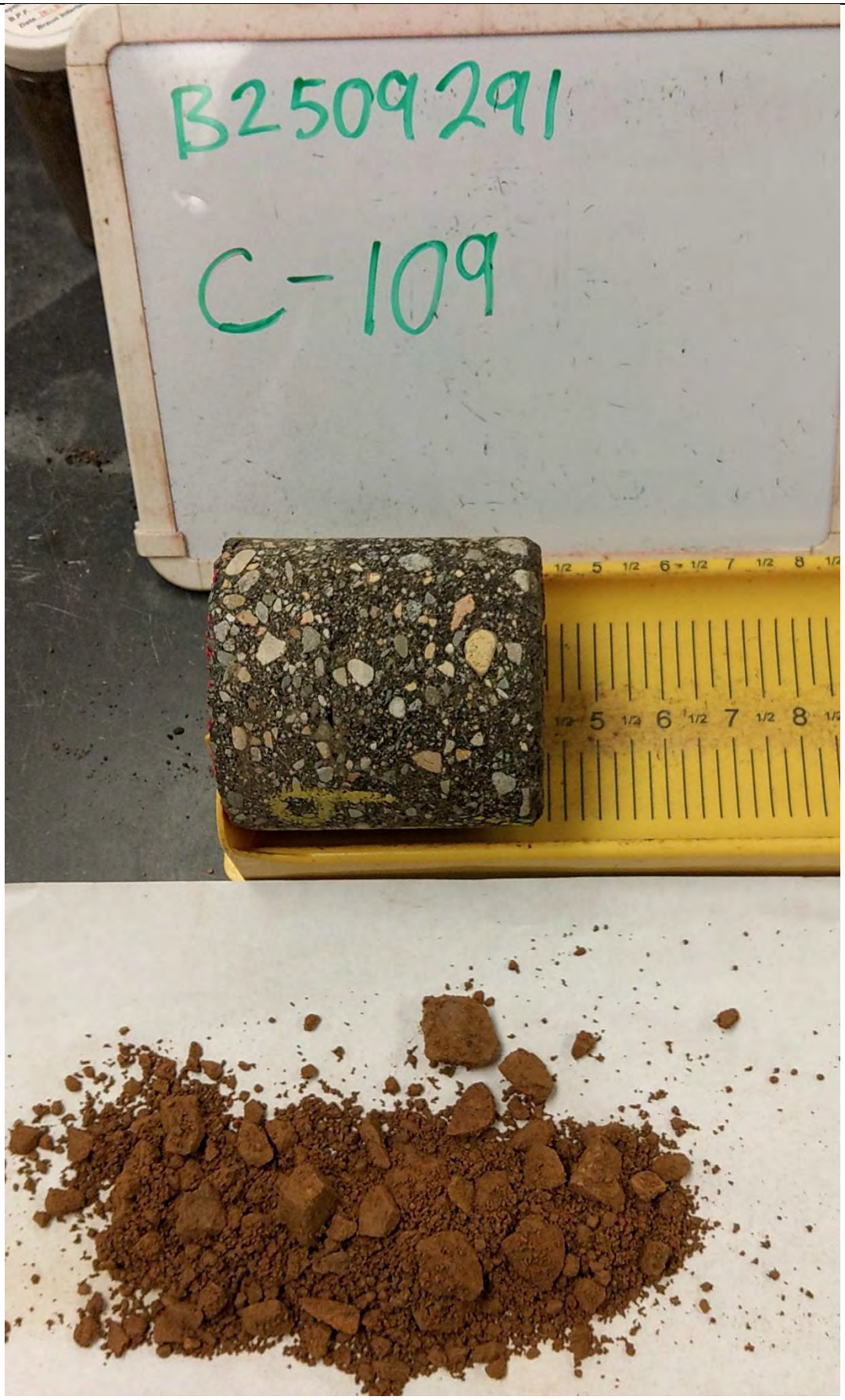
Core #:	C - 104			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	10 inches	BRAUN INTERTEC
Location:	Ervin Industrial Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

Core #:	C - 105			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	16 inches	BRAUN INTERTEC
Location:	Corporate Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Good condition; low severity stripping below 3 inches			

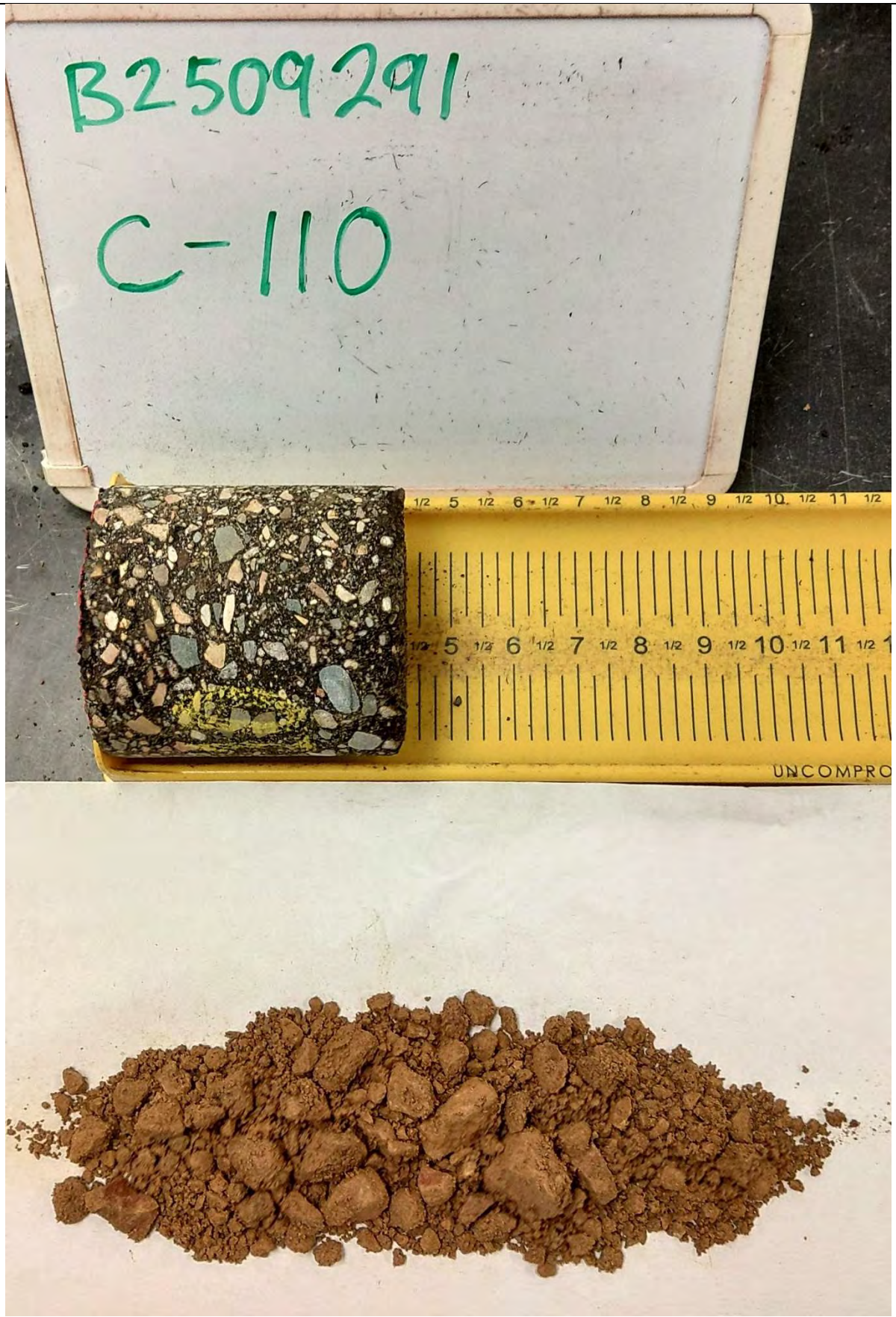
Core #:	C - 106			Project: B2509291
Pavement thickness	4 3/4 inches	Agg base thickness:	12 inches	BRAUN INTERTEC
Location:	Enterprise Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Moderate severity stripping			

Core #:	C - 107			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	185th Street West			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping below 3 inches			

Core #:	C - 108			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	Lodge Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

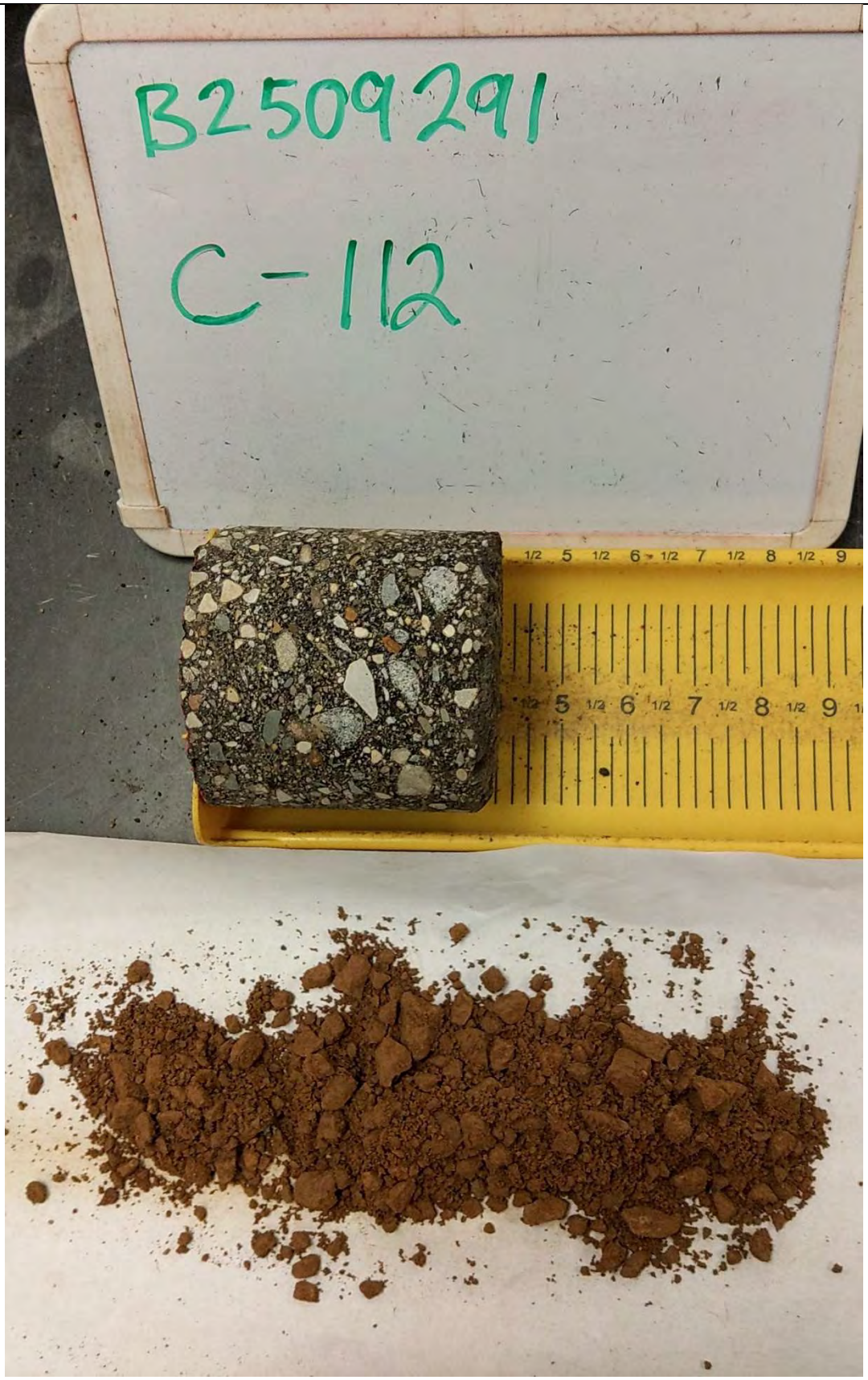


Core #:	C - 109			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	10 inches	BRAUN INTERTEC
Location:	Lodge Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

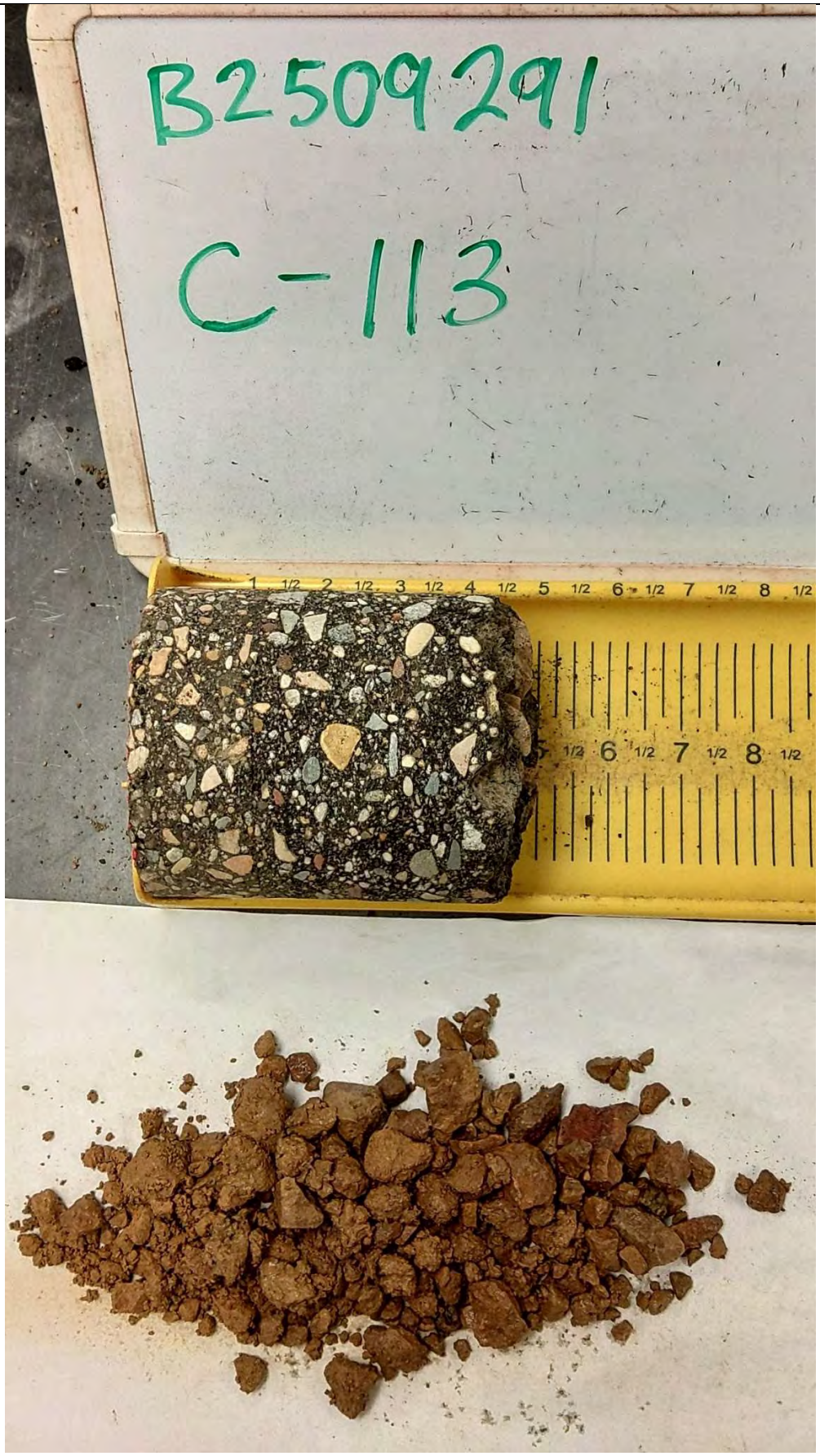


Core #:	C - 110			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	8 inches	BRAUN INTERTEC
Location:	Lodge Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Moderate severity stripping in upper 1 1/2 inches			

Core #:	C - 111			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	Lodge Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 2 1/2 inches.			



Core #:	C - 112			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	9 inches	BRAUN INTERTEC
Location:	Lodge Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping			



Core #:	C - 113			Project: B2509291
Pavement thickness	5 inches	Agg base thickness:	9 inches	BRAUN INTERTEC
Location:	Cooper Court			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping			

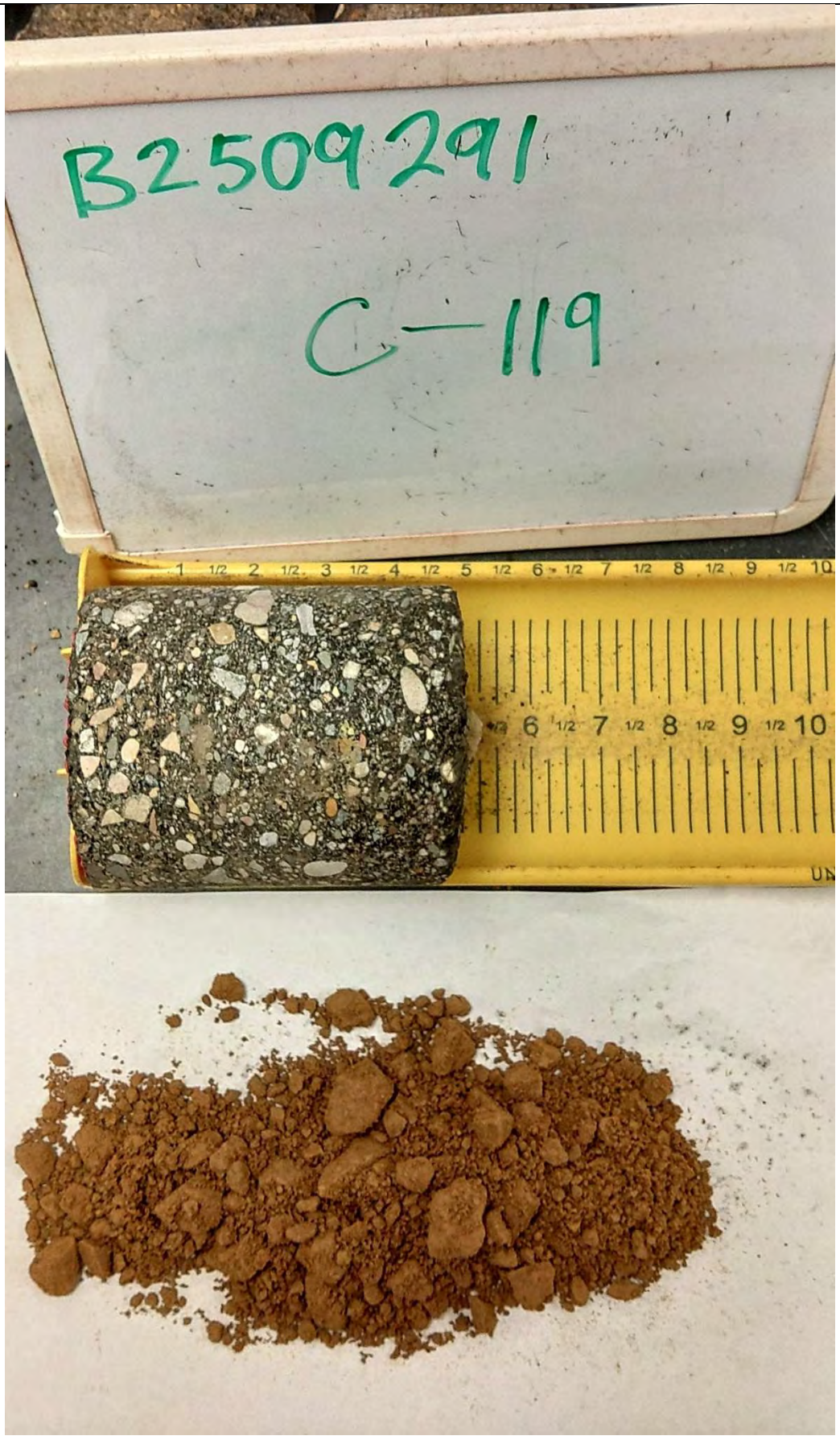
Core #:	C - 114			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	11 inches	BRAUN INTERTEC
Location:	Heritage Trail			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/4 inches			

Core #:	C - 115			Project: B2509291
Pavement thickness	4 3/4 inches	Agg base thickness:	4 inches	BRAUN INTERTEC
Location:	Heritage Trail			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Debonded at a 1/2 inch; vertical crack from 2 inches down.			

Core #:	C - 116			Project: B2509291
Pavement thickness	5 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Heritage Trail			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/4 inches; debonding starting at 1 1/4 inches			

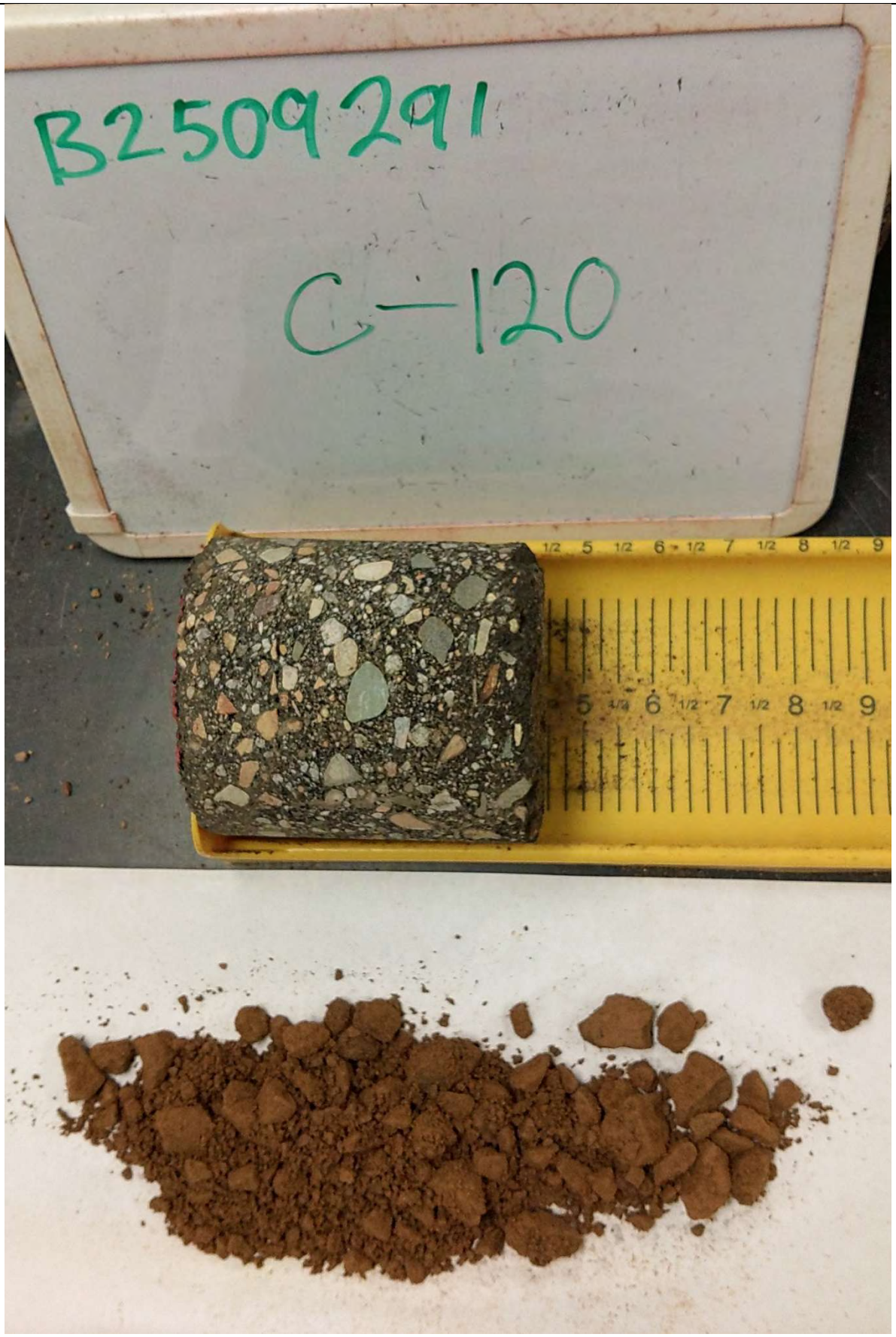
Core #:	C - 117			Project: B2509291
Pavement thickness	5 1/4 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	Dakota Point			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping			

Core #:	C - 118			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	12 inches	BRAUN INTERTEC
Location:	Foxboro Way			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/2 inches			

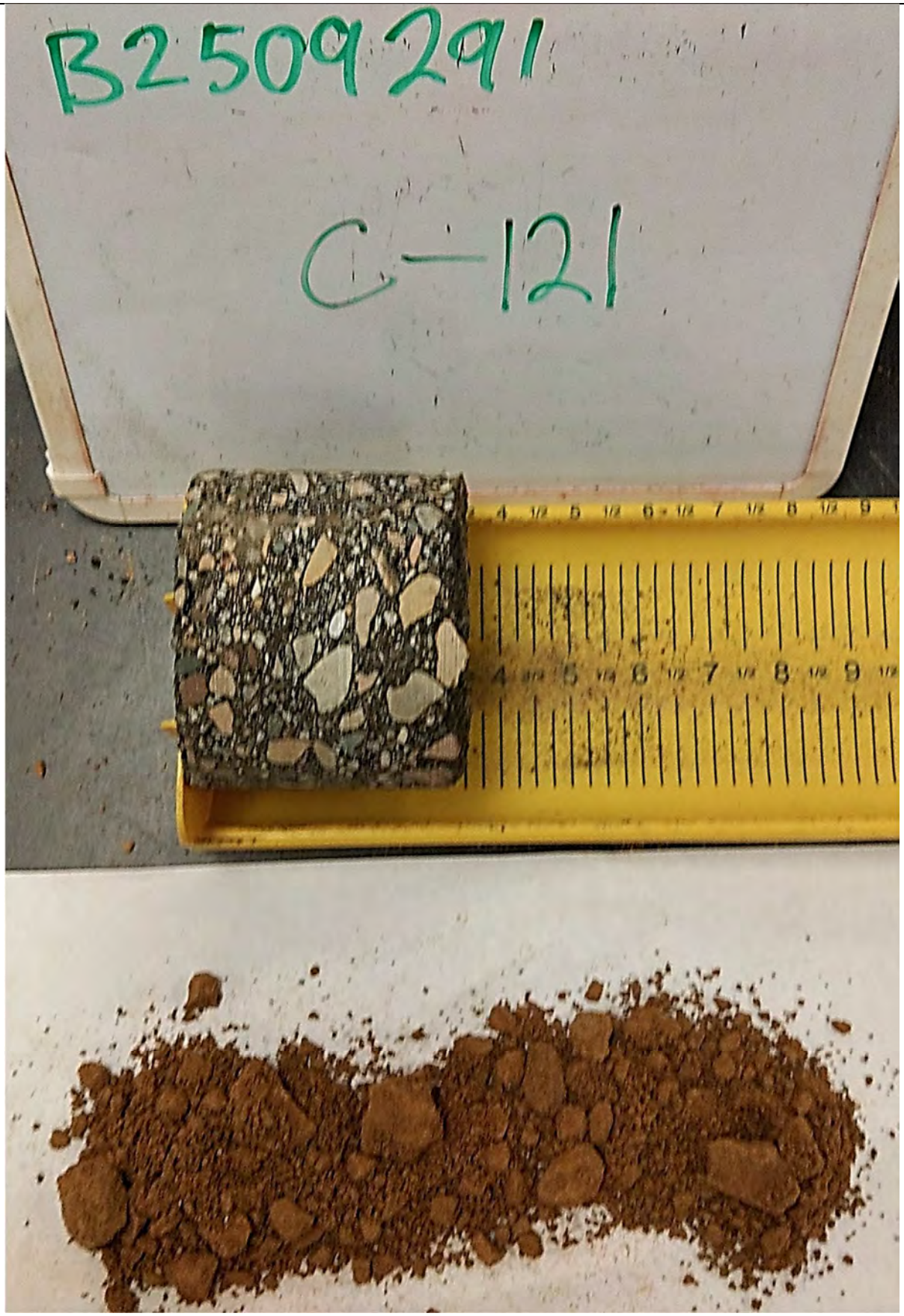


Core #:	C - 119		Project: B2509291
Pavement thickness	5 inches	Agg base thickness:	7 inches
Location:	Heritage Trail		
Date:	October 28, 2025		
Bituminous Notes:	Low severity stripping below 3 1/2 inches		

BRAUN INTERTEC
the science you build on



Core #:	C - 120			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	Foxboro Way			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/4 inches			

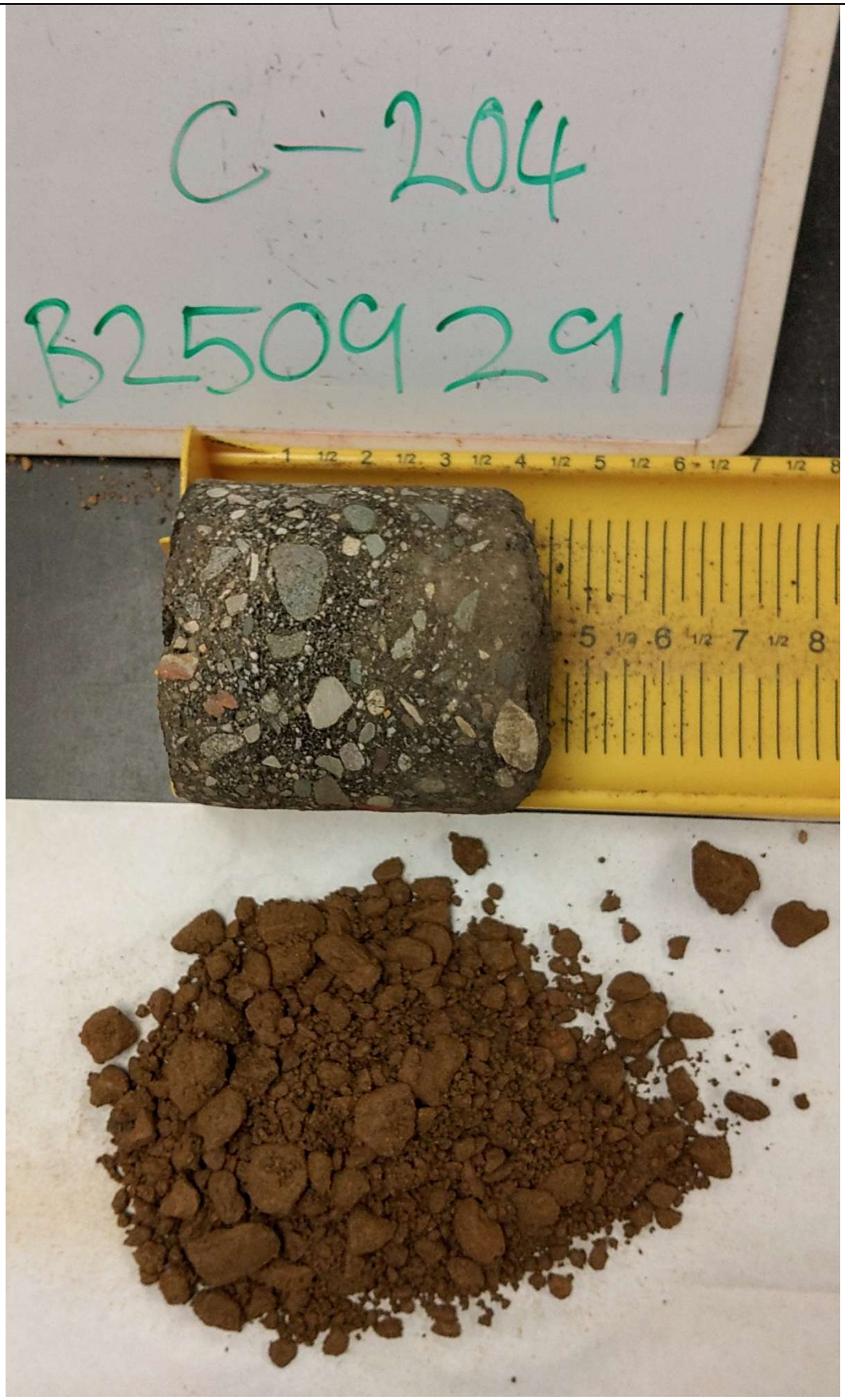


Core #:	C – 121			Project: B2509291
Pavement thickness	3 1/2 inches	Agg base thickness:	16 inches	BRAUN INTERTEC
Location:	Dakota Point			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

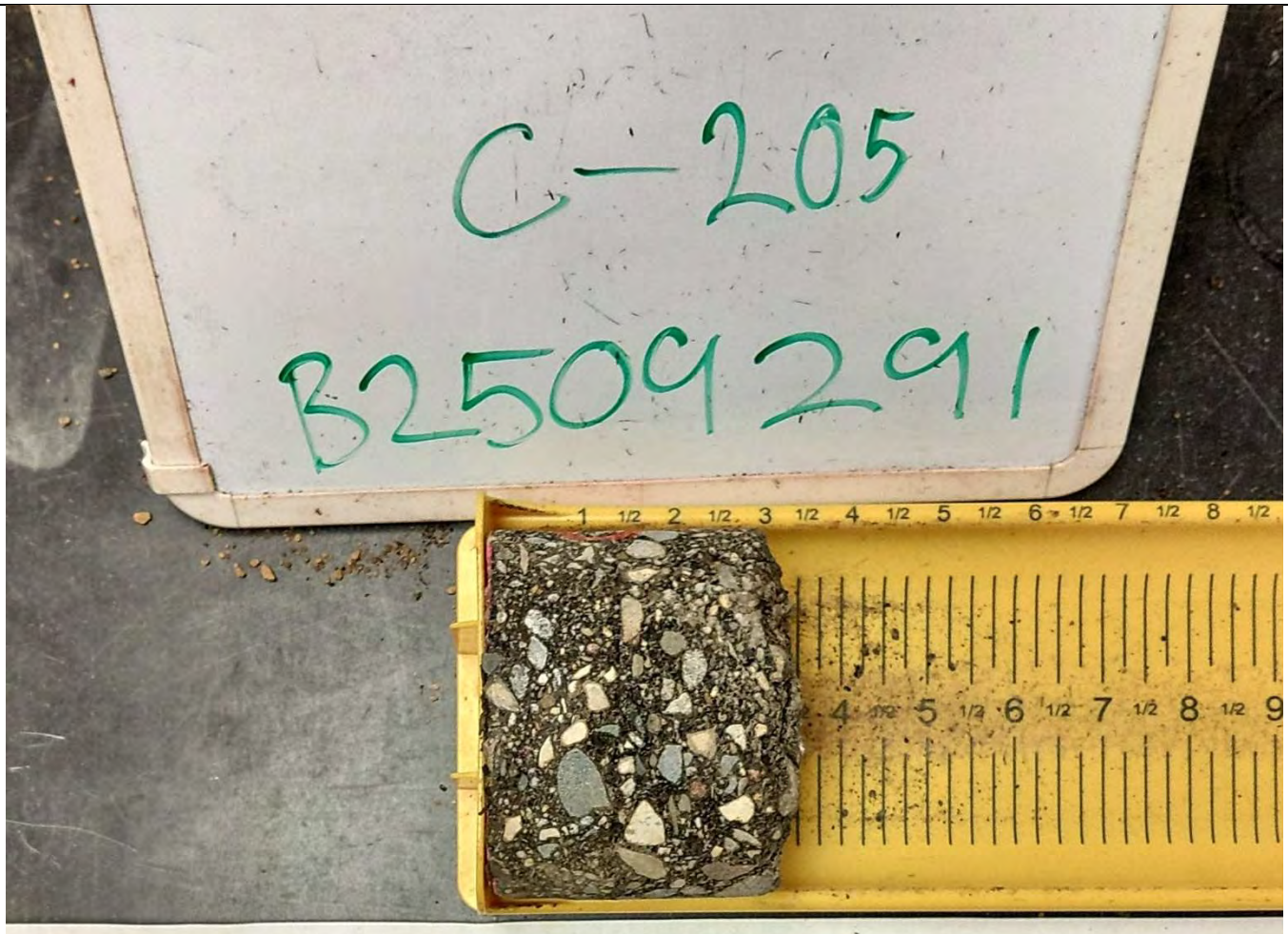
Core #:	C - 201			Project: B2509291
Pavement thickness	3 1/2 inches	Agg base thickness:	10 inches	BRAUN INTERTEC
Location:	1st Street East			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 2 1/2 inches			

Core #:	C - 202			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	5 inches	BRAUN INTERTEC the science you build on
Location:	1st Street East			
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

Core #:	C - 203			Project: B2509291
Pavement thickness	3 1/4 inches	Agg base thickness:	9 inches	BRAUN INTERTEC
Location:	Water Street			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			



Core #:	C - 204			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	13 inches	BRAUN INTERTEC the science you build on
Location:	Water Street			
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			



Core #:	C - 205			Project: B2509291
Pavement thickness	3 1/4 inches	Agg base thickness:	16 inches	BRAUN INTERTEC the science you build on
Location:	East Street			
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/2 inches			

Core #:	C - 206			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	6 inches	BRAUN INTERTEC
Location:	Mill Street			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low to moderate severity stripping			

Core #:	C - 207			Project: B2509291
Pavement thickness	3 3/4 inches	Agg base thickness:	7 inches	
Location:	Mill Street			
Date:	October 28, 2025			
Bituminous Notes:	Good condition; debonding starting to occur at 1 1/2 inches			

BRAUN INTERTEC
the science you build on

Core #:	C - 208			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping			

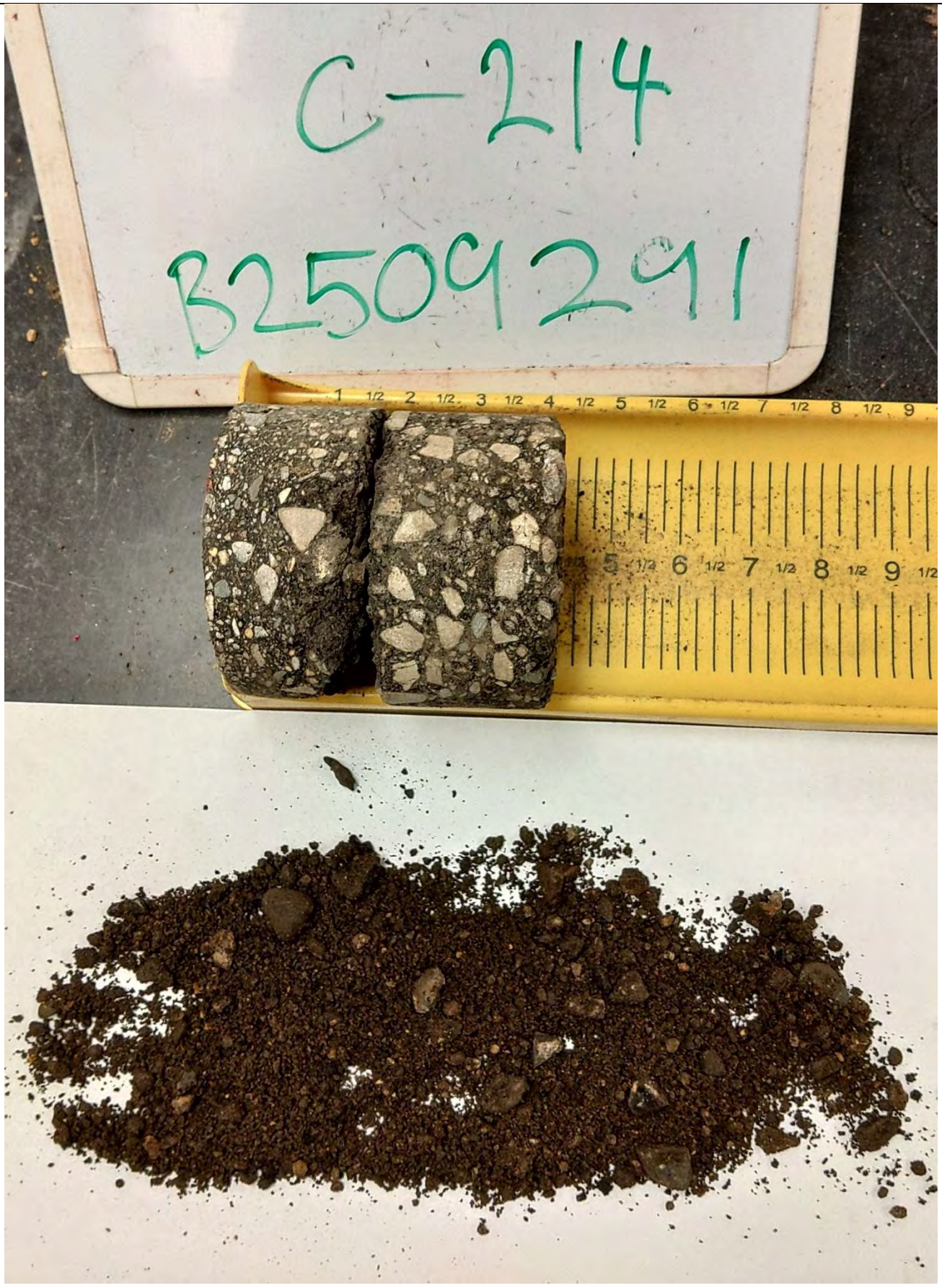
Core #:	C - 209			Project: B2509291
Pavement thickness	3 inches	Agg base thickness:	11 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Low severity stripping below 1 1/4 inches; upper 1 1/4 inches good condition			

Core #:	C - 210			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	8 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Good condition			

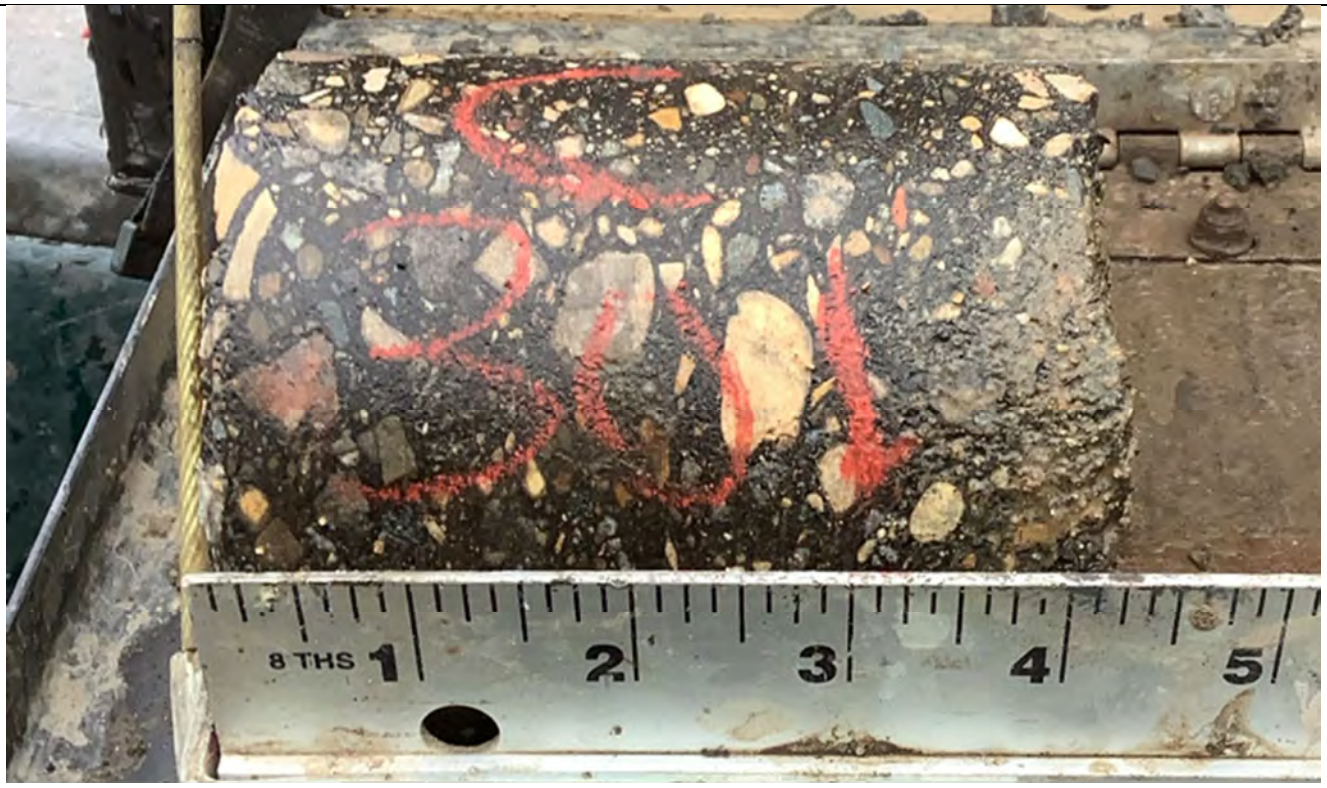
Core #:	C - 211			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Good condition			

Core #:	C - 212			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Moderate severity stripping below 1 1/2 inches			

Core #:	C - 213			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Debonded at 1 inch; high severity stripping			

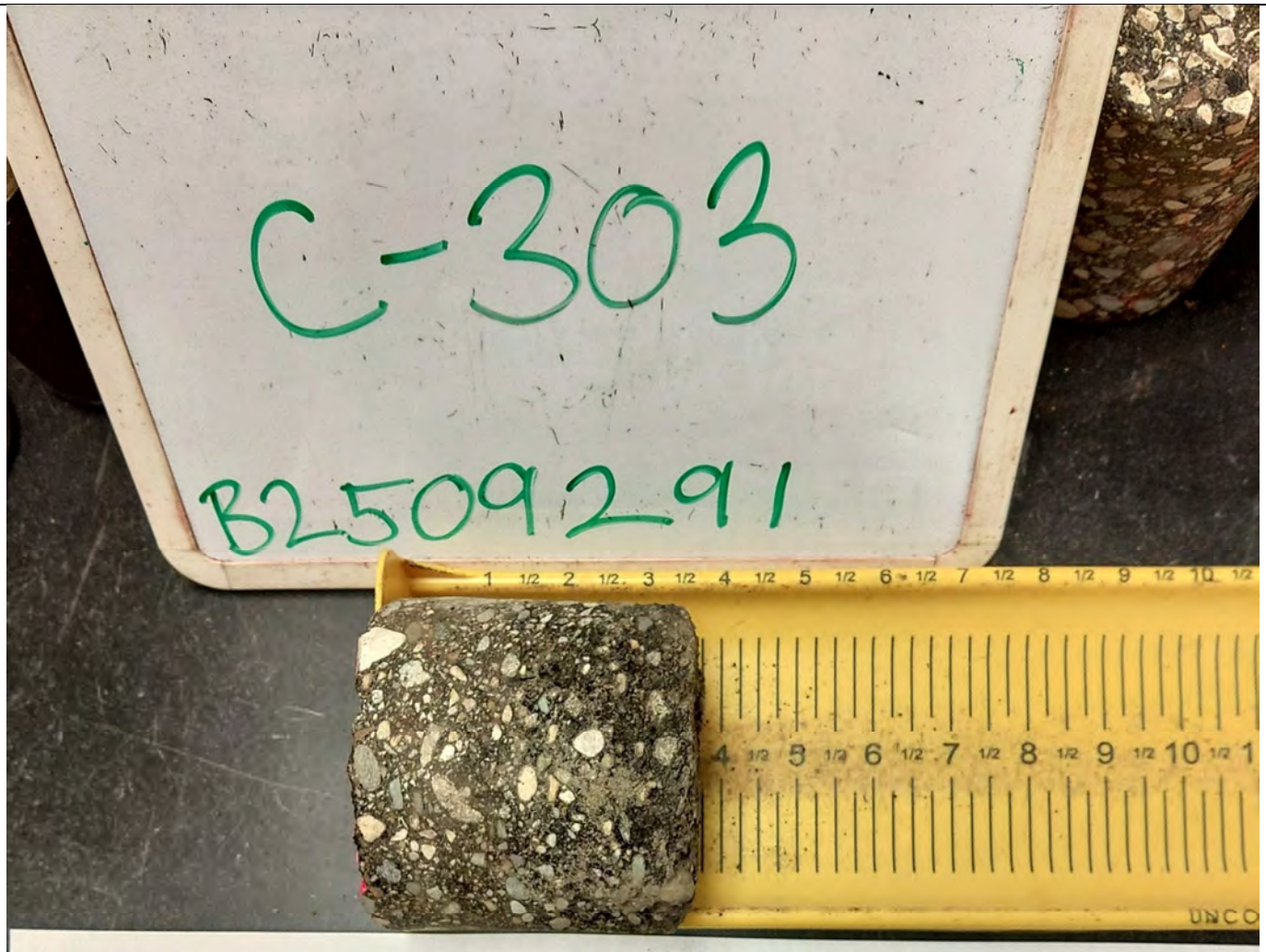


Core #:	C - 214			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	7 inches	BRAUN INTERTEC
Location:	Park Drive			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Debonded at 2 inches; low severity stripping			

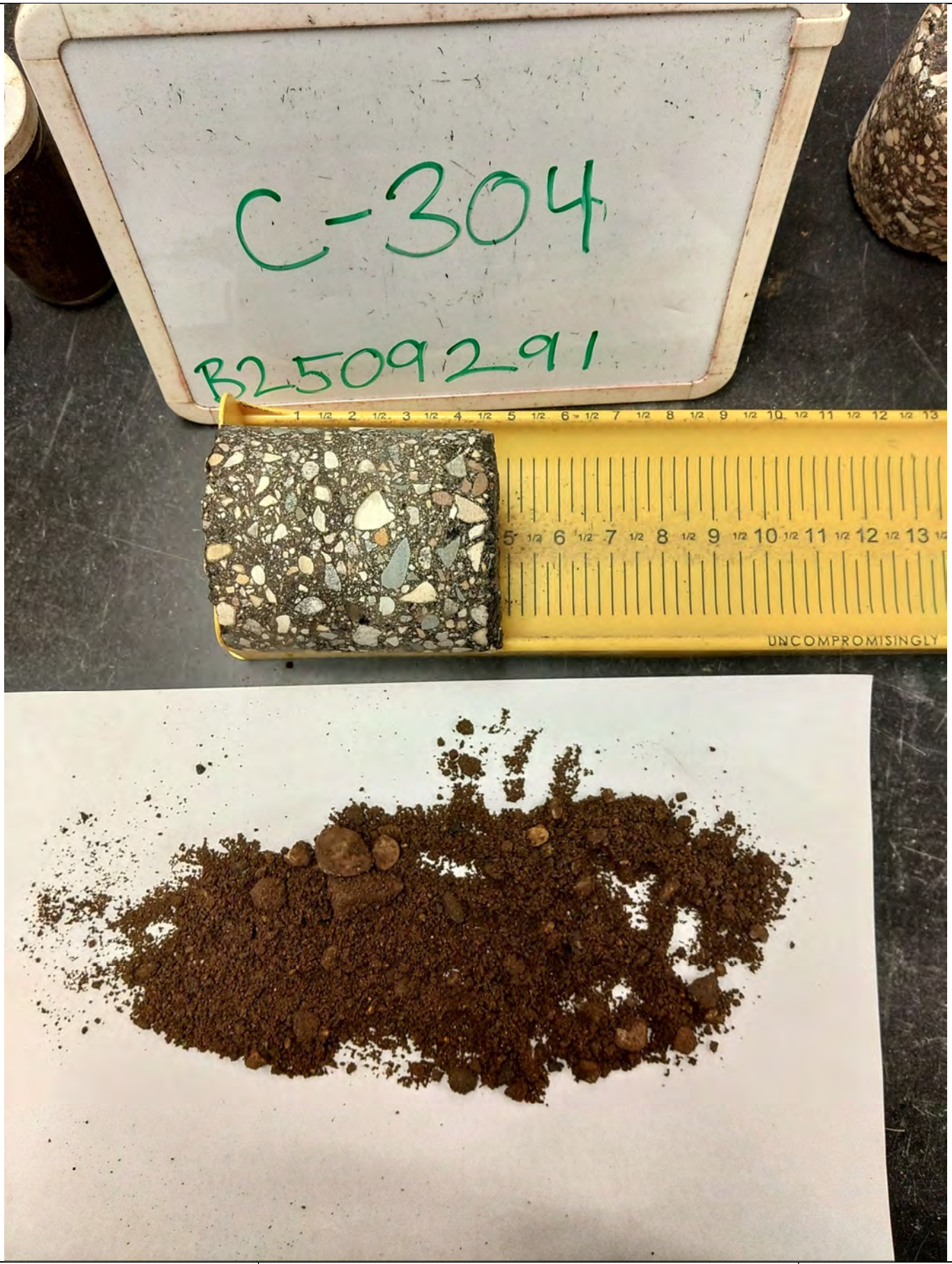


Core #:	C – 301			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	13 inches	BRAUN INTERTEC
Location:	Hope Avenue			the science you build on
Date:	October 28, 2025			
Bituminous Notes:	Good condition			

Core #:	C - 302			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	16 inches	BRAUN INTERTEC
Location:	Hope Avenue			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Good condition			

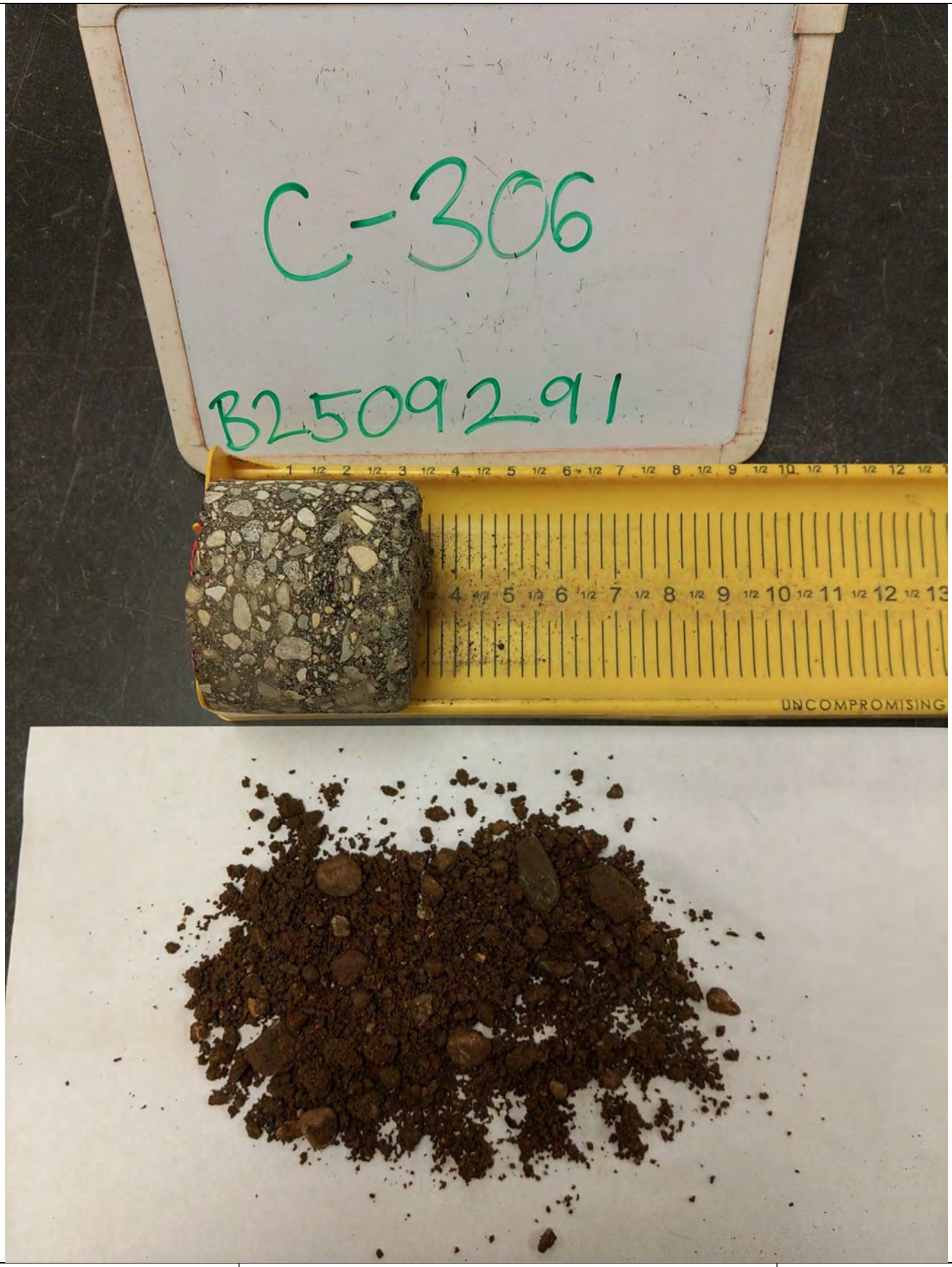


Core #:	C - 303			Project: B2509291
Pavement thickness	3 3/4 inches	Agg base thickness:	16 inches	BRAUN INTERTEC the science you build on
Location:	Hope Avenue			
Date:	October 29, 2025			
Bituminous Notes:	Moderate stripping below 1 3/4 inches, vertical cracks at 2 inches			

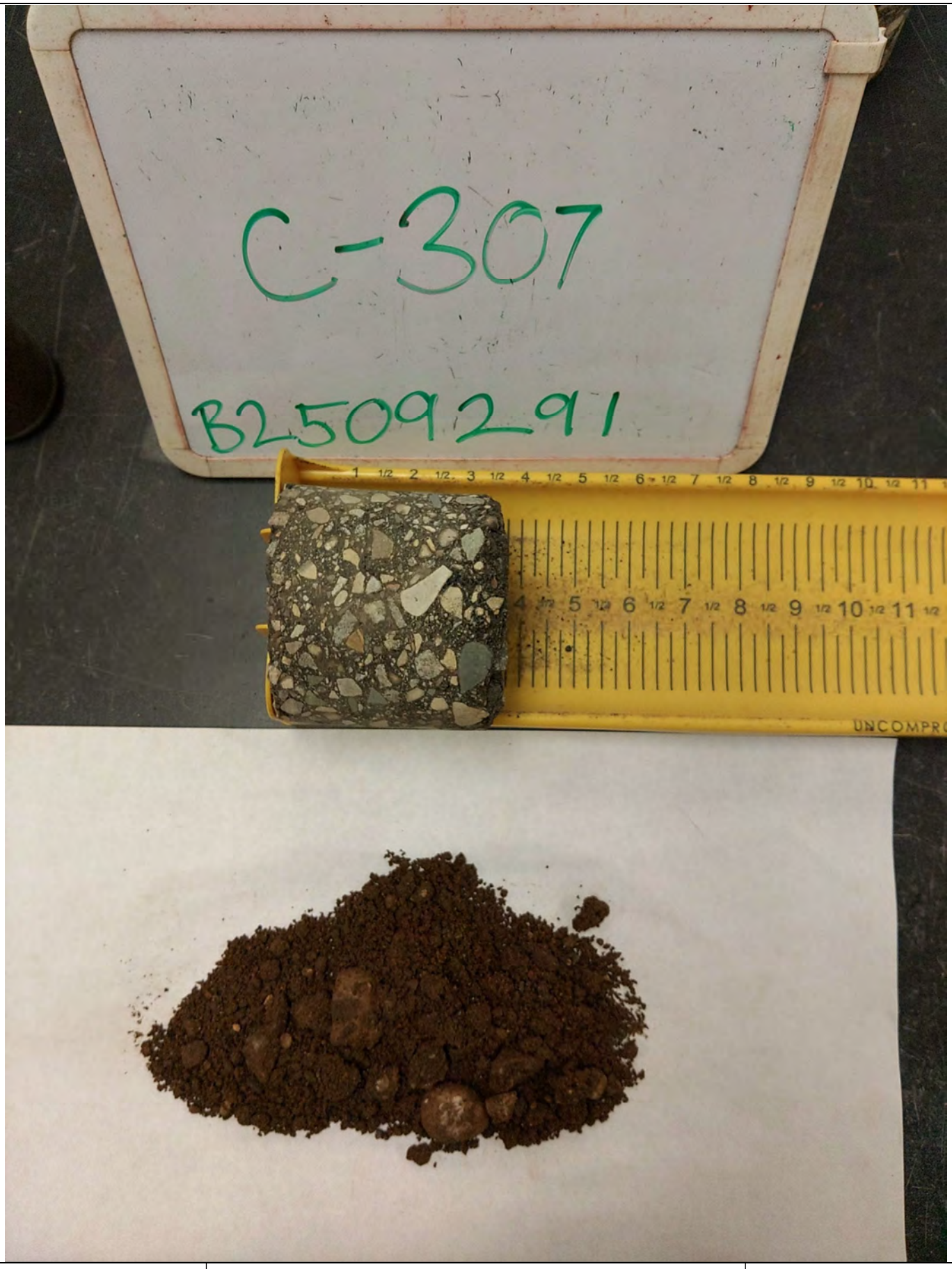


Core #:	C - 304			Project: B2509291
Pavement thickness	4 3/4 inches	Agg base thickness:	12 inches	BRAUN INTERTEC
Location:	Green Ash Court			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Good condition			

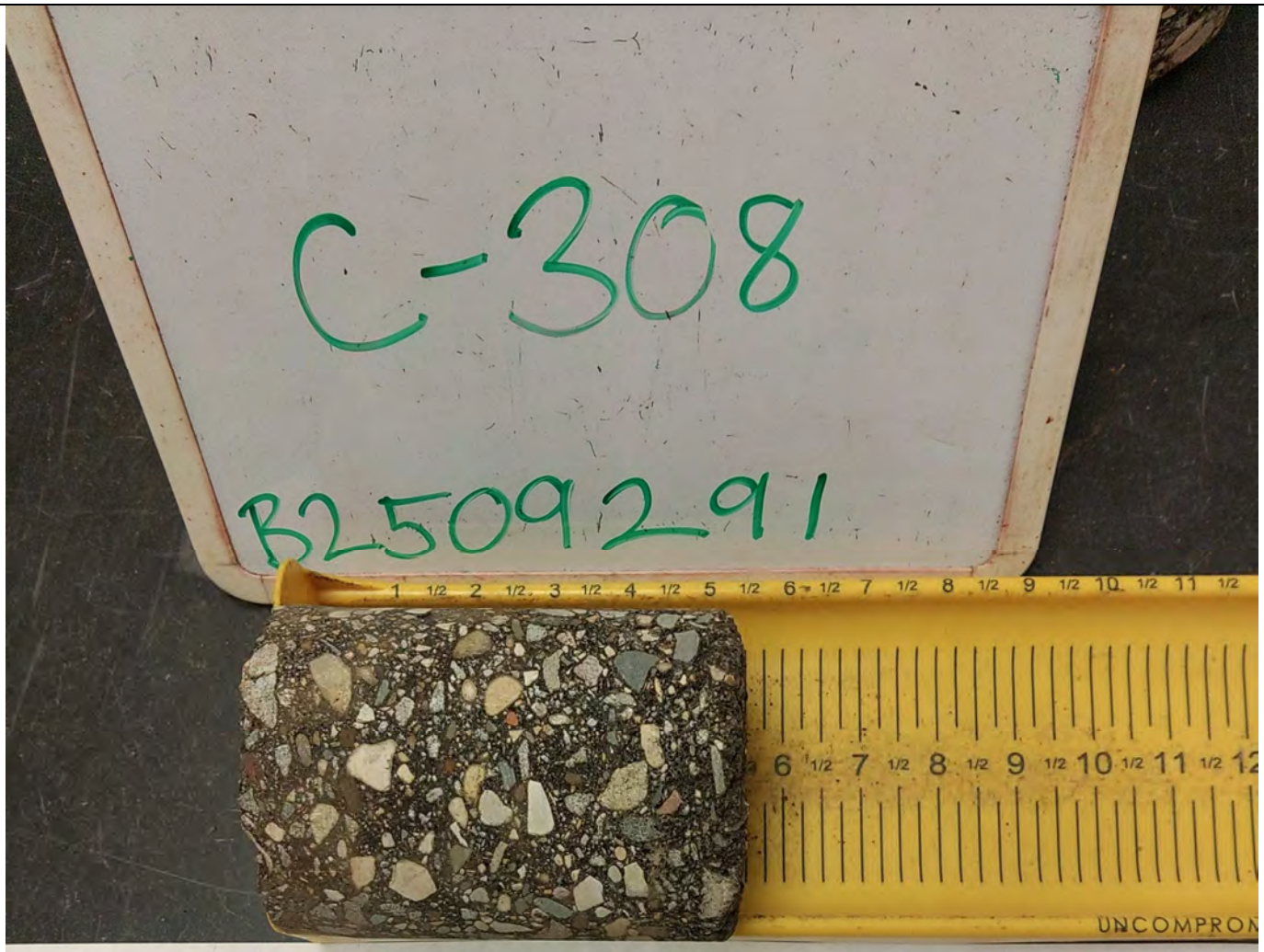
Core #:	C - 305			Project: B2509291
Pavement thickness	3 3/4 inches	Agg base thickness:	14 inches	BRAUN INTERTEC
Location:	O'Day Drive			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			



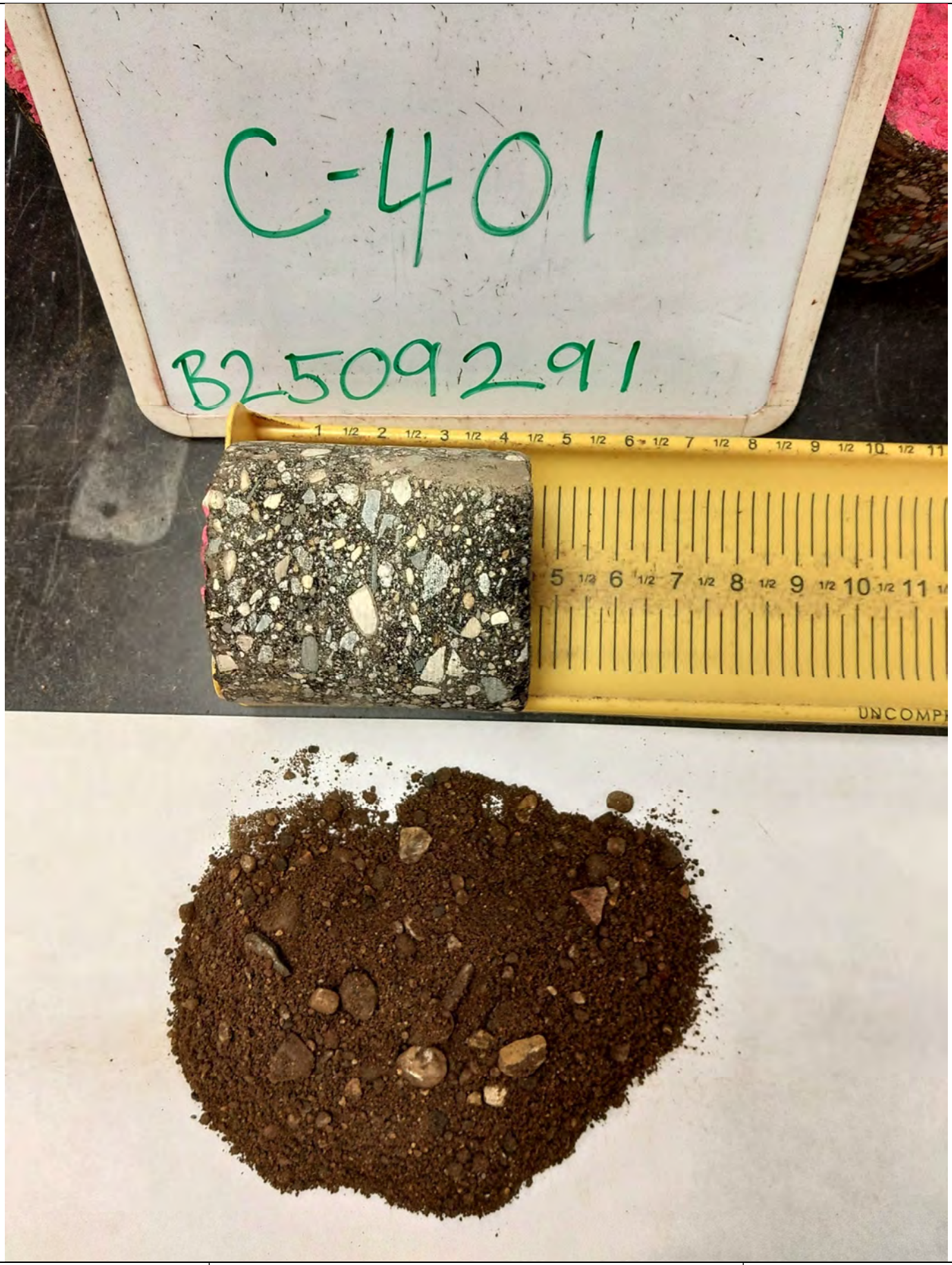
Core #:	C - 306			Project: B2509291
Pavement thickness	3 1/2 inches	Agg base thickness:	14 inches	BRAUN INTERTEC
Location:	O'Day Drive			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low to moderate severity stripping			



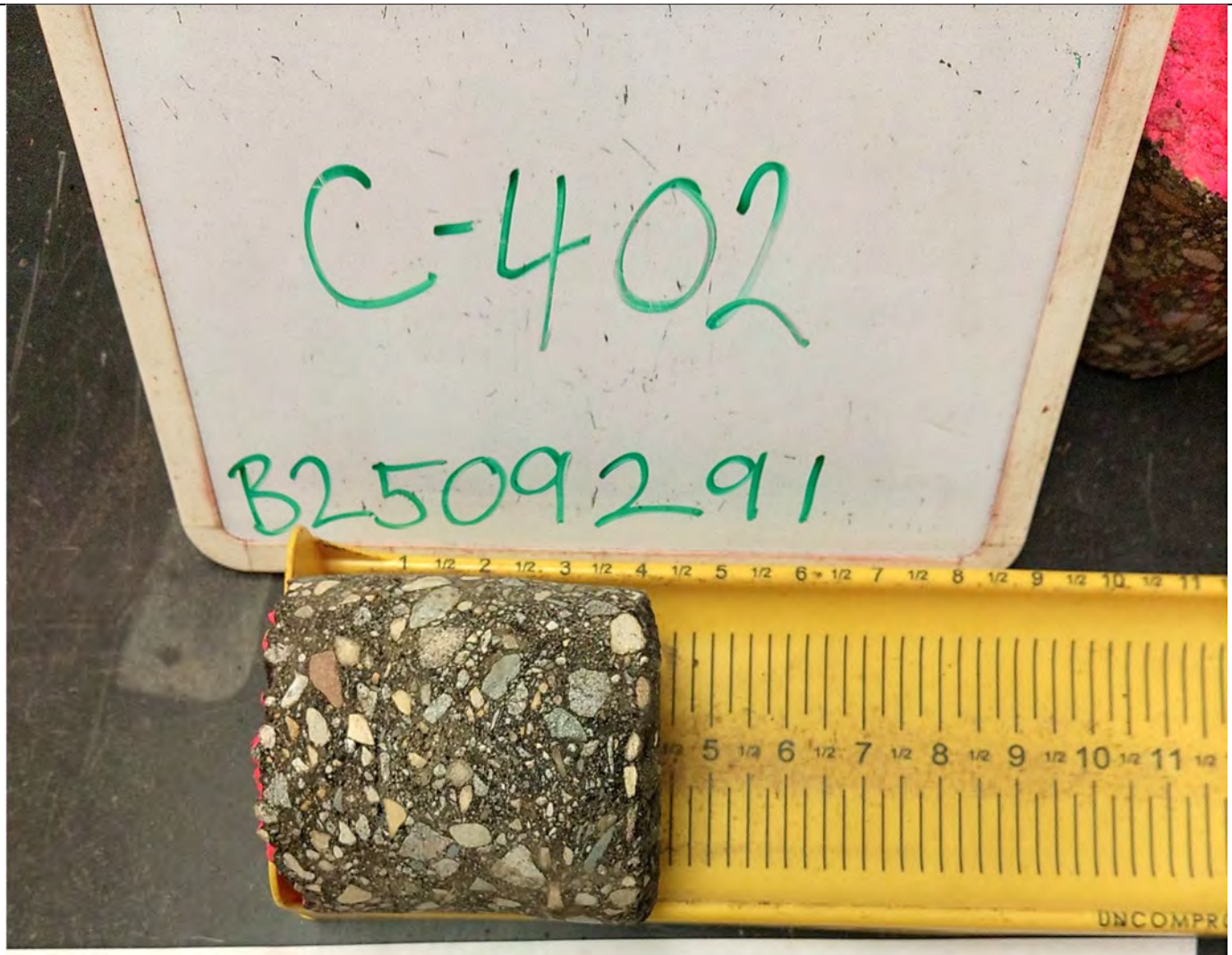
Core #:	C - 307			Project: B2509291
Pavement thickness	3 3/4 inches	Agg base thickness:	9 inches	BRAUN INTERTEC
Location:	O'Day Drive			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Upper 3", good condition; Low severity stripping below 3"; debonding starting to occur at 1 1/2"			



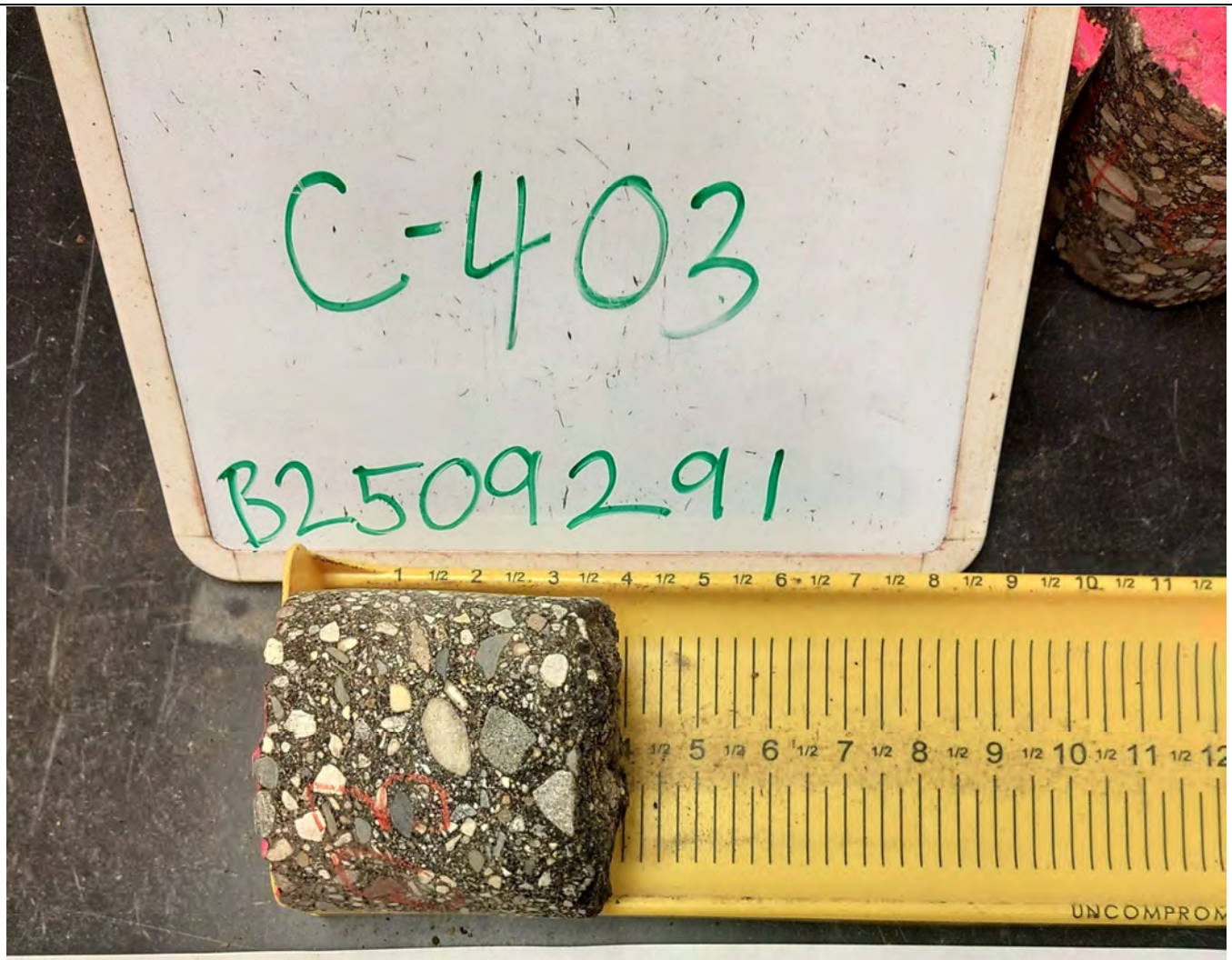
Core #:	C - 308			Project: B2509291
Pavement thickness	5 1/2 inches	Agg base thickness:	12 inches	BRAUN INTERTEC the science you build on
Location:	Sawmill Road			
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			



Core #:	C - 401			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	13 inches	BRAUN INTERTEC the science you build on
Location:	Trellis Street			
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			

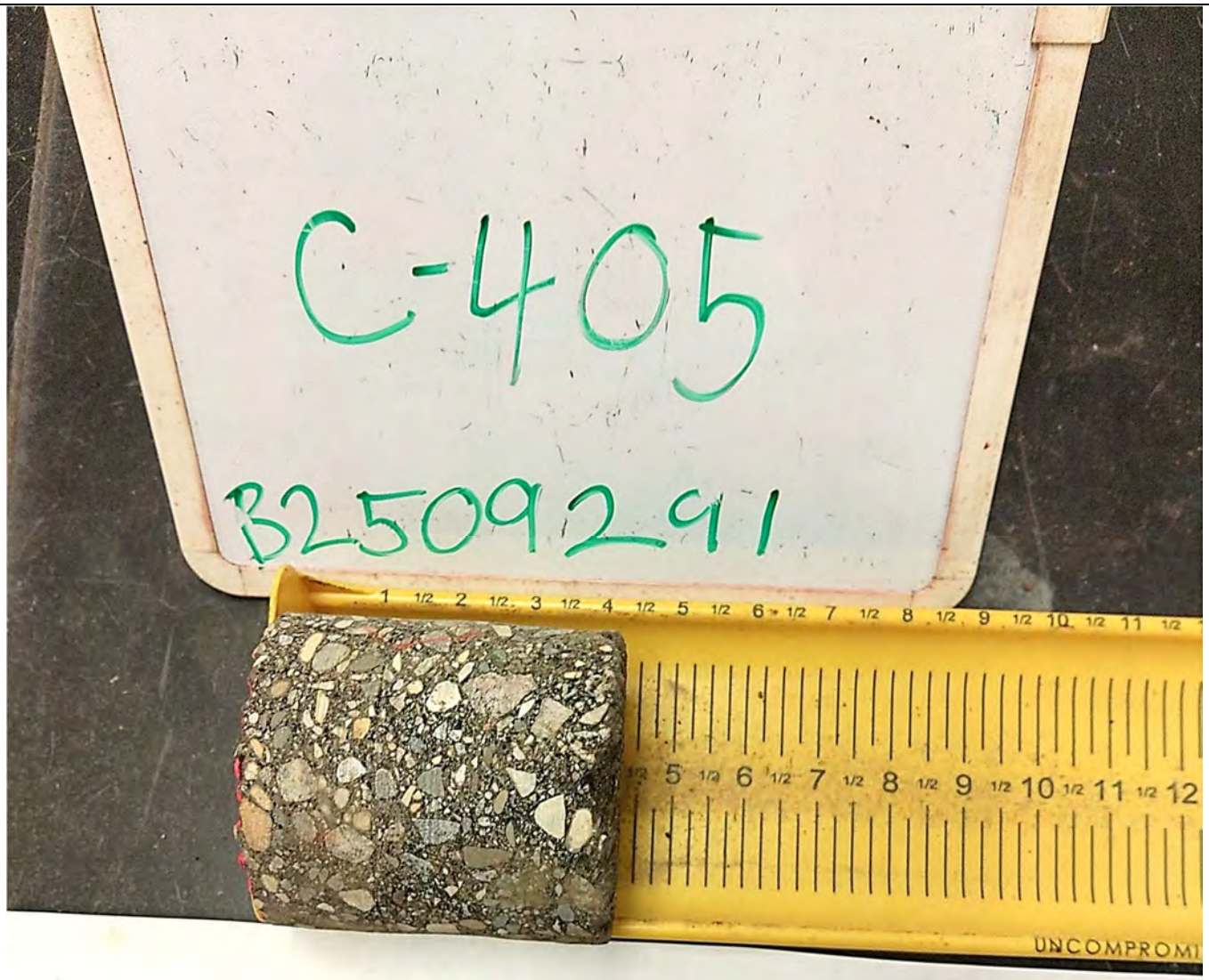


Core #:	C - 402			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	5 inches	BRAUN INTERTEC
Location:	Trellis Street			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Light stripping below 3 1/2 inches, horizontal seam at 1 1/4 inches			

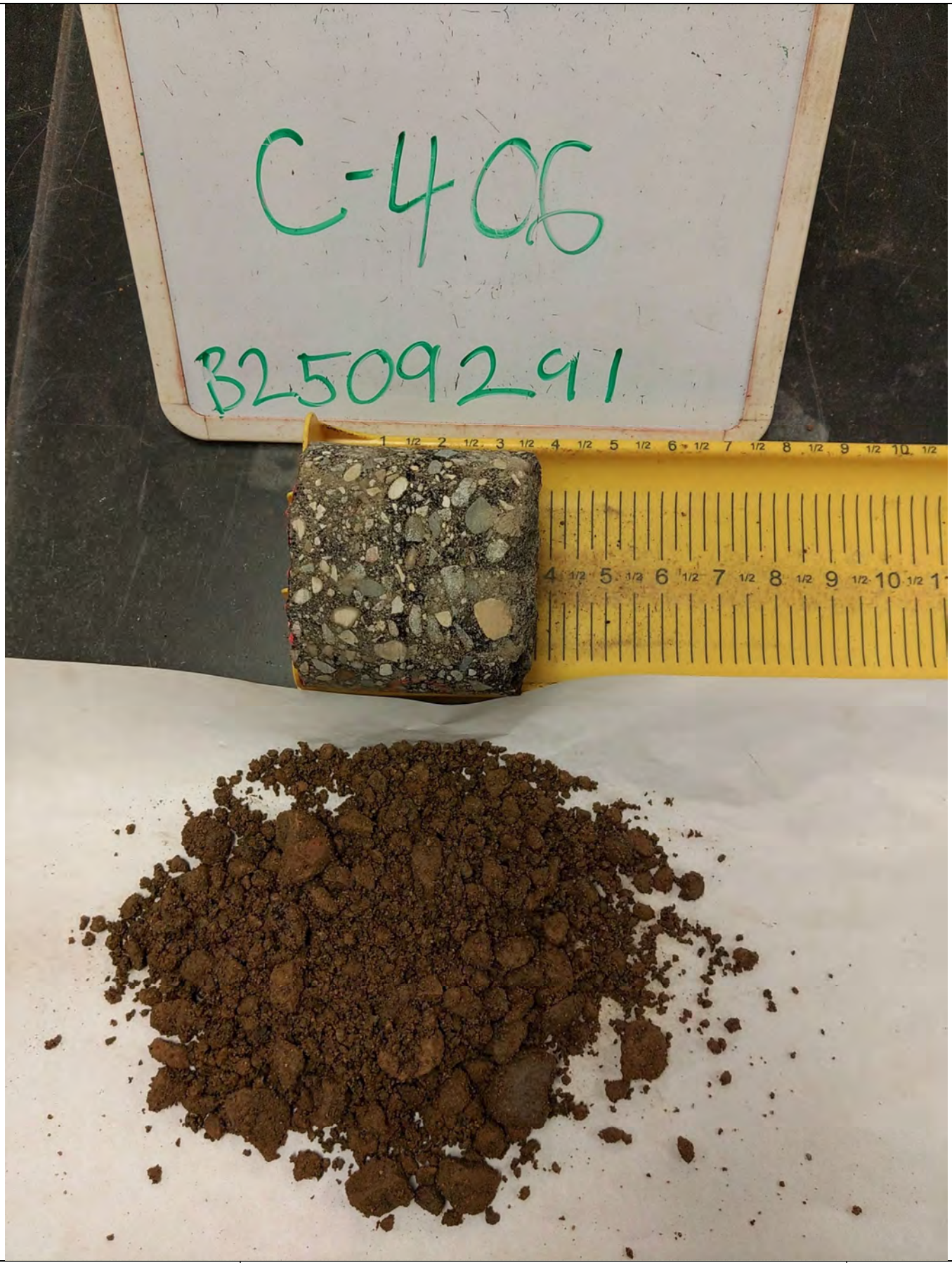


Core #:	C - 403			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	7 inches	BRAUN INTERTEC the science you build on
Location:	Vine Street			
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			

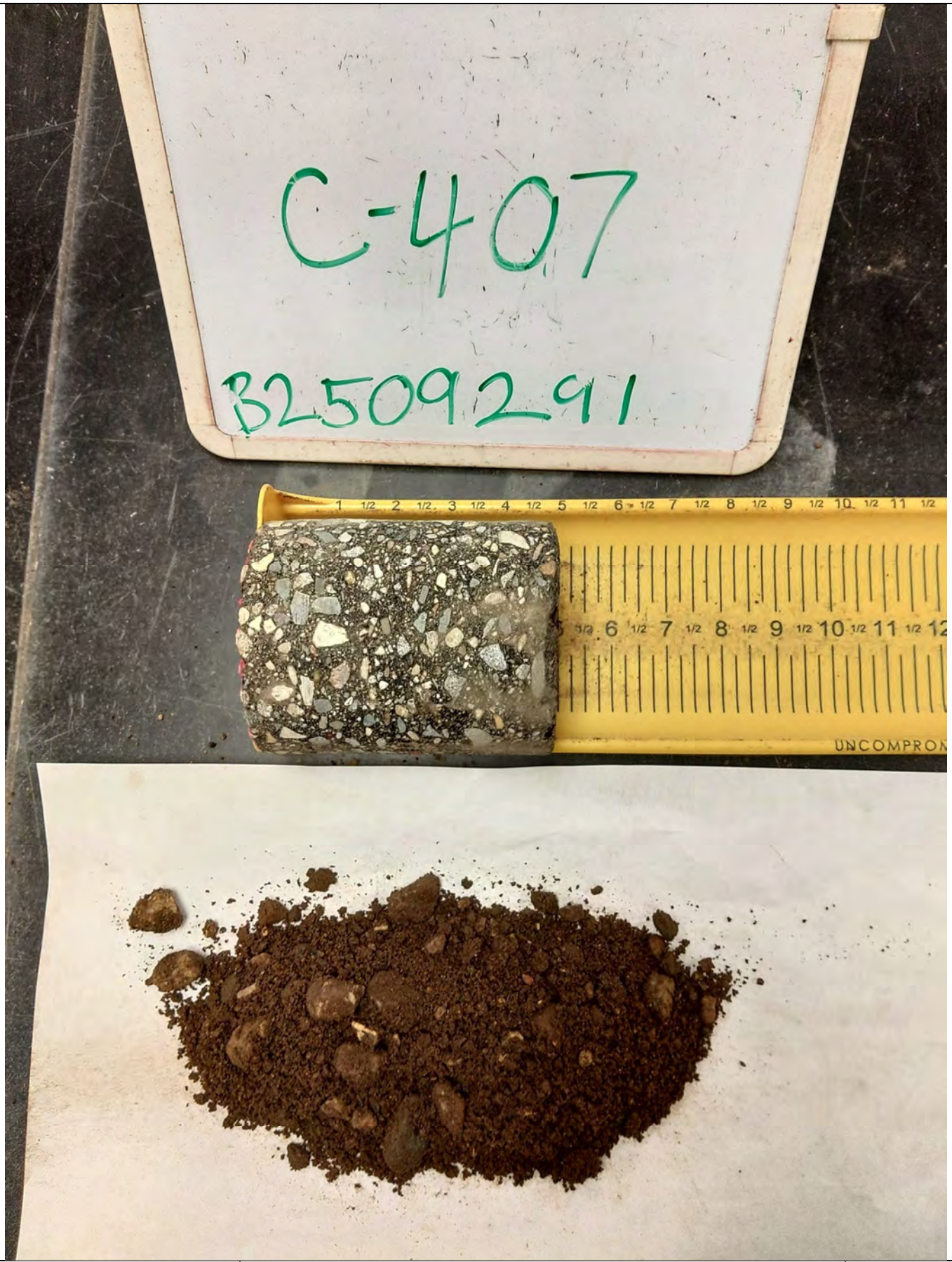
Core #:	C - 404			Project: B2509291
Pavement thickness	4 1/2 inches	Agg base thickness:	8 inches	BRAUN INTERTEC
Location:	Vine Street			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Good condition			



Core #:	C - 405			Project: B2509291
Pavement thickness	4 1/4 inches	Agg base thickness:	14 inches	BRAUN INTERTEC
Location:	Hope Avenue			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Good condition			

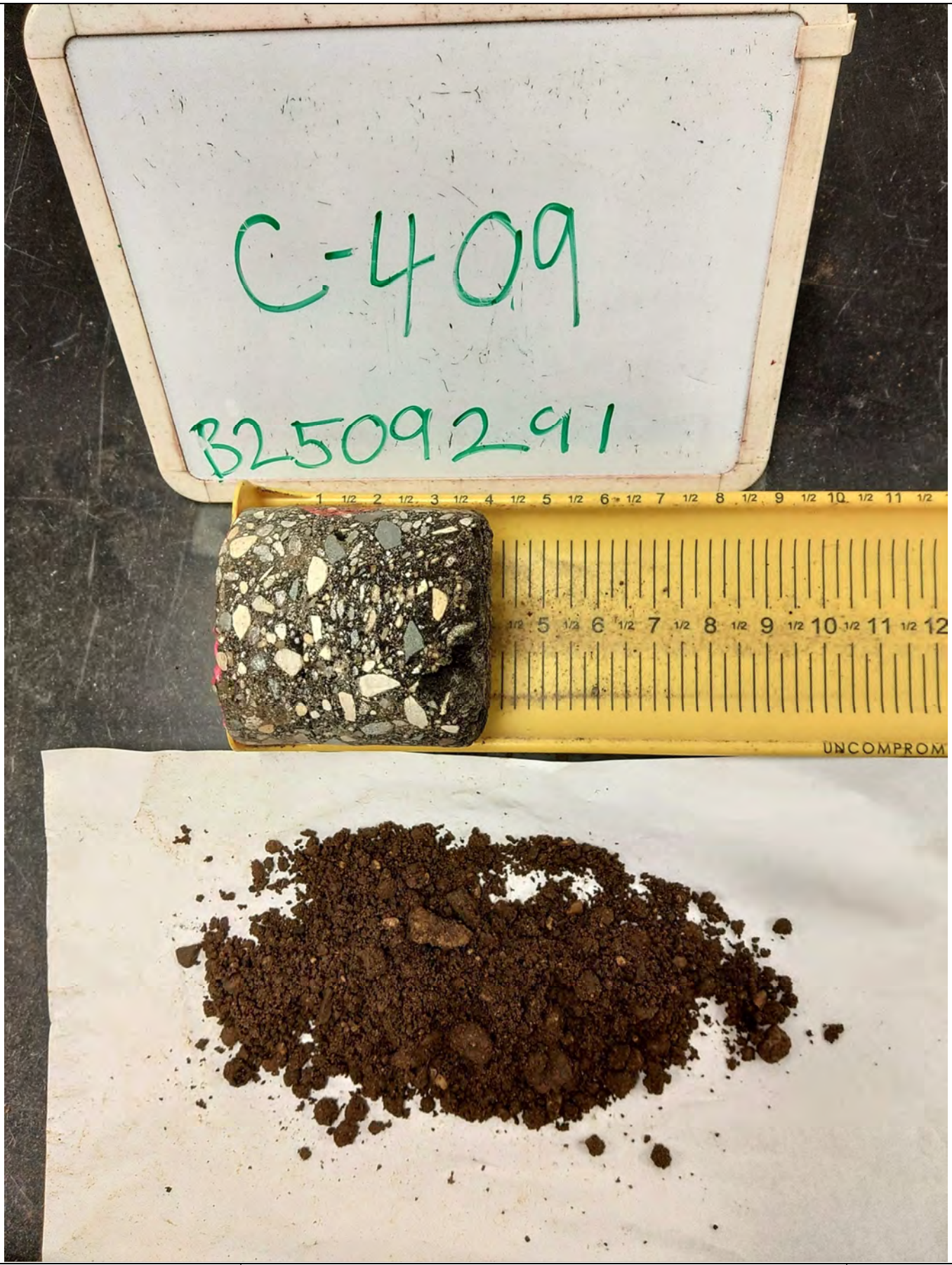


Core #:	C - 406			Project: B2509291
Pavement thickness	3 3/4 inches	Agg base thickness:	9 inches	BRAUN INTERTEC
Location:	Hope Avenue			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low to moderate severity stripping.			



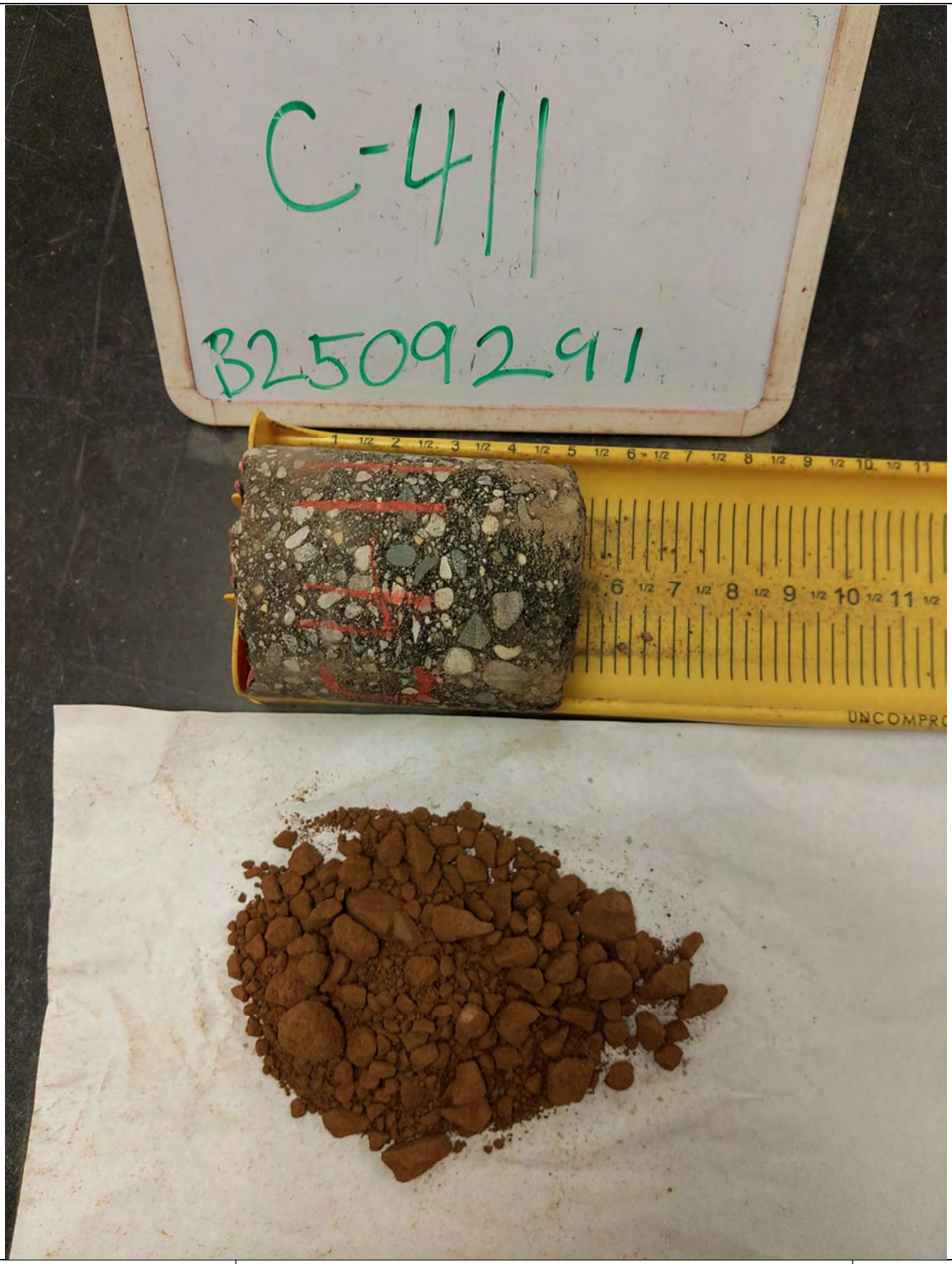
Core #:	C - 407			Project: B2509291
Pavement thickness	5 inches	Agg base thickness:	8 inches	BRAUN INTERTEC
Location:	Bridle Creek Drive			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			

Core #:	C - 408			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	22 inches	BRAUN INTERTEC
Location:	Prospect Point Road			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			



Core #:	C - 409			Project: B2509291
Pavement thickness	4 inches	Agg base thickness:	13 inches	BRAUN INTERTEC the science you build on
Location:	Jasmine Lane			
Date:	October 29, 2025			
Bituminous Notes:	Low to high severity stripping			

Core #:	C - 410			Project: B2509291
Pavement thickness	5 1/4 inches	Agg base thickness:	12 inches	BRAUN INTERTEC
Location:	Waterford Way			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			



Core #:	C - 411			Project: B2509291
Pavement thickness	5 1/4 inches	Agg base thickness:	4 inches	BRAUN INTERTEC
Location:	Waterford Way			the science you build on
Date:	October 29, 2025			
Bituminous Notes:	Low severity stripping			

Core #:	C-1		Project: B2211043
Pavement thickness:	6.75 inches	Agg base thickness:	9 inches
Facility:	Lincoln Ave., City of Jordan		
Date:	November 2022		
Notes: Med. severity stripping bottom 4"			

Core #:	C-2		Project: B2211043
Pavement thickness:	3.5 inches	Agg base thickness:	8 inches
Facility:	Lincoln Ave., City of Jordan		
Date:	November 2022		
Notes: Med. severity stripping, breaking apart at bottom			

Core #:	C-3			Project: B2211043
Pavement thickness:	5 inches	Agg base thickness:	11 inches	BRAUN INTERTEC
Facility:	Lincoln Ave., City of Jordan			
Date:	November 2022			
Notes: Med. severity stripping bottom 2.5"				

City of Jordan 2026 Infrasturcture Improvements project (B2509291) Bituminous GPR Statistical Summary									
Roadway	**Dir**	**From**	**To**	**Length (feet)**	**Bit Avg. (inches)**	**10th Pctle**	**STDEV**	**Min**	**Max**
Ervin Industrial	NB	Quaker Avenue (South End)	Quaker Avenue (North End)	2298	5.6	4.2	0.9	2.8	7.7
	SB	Quaker Avenue (North End)	Quaker Avenue (South End)	1246	5.0	3.8	1.0	2.2	7.6
Corporate Drive	NB	Enterprise Drive	185th Street West	1566	4.3	3.9	0.4	0.9	7.0
	SB	185th Street West	Enterprise Drive	1632	4.6	4.0	0.5	2.9	6.8
Enterprise Drive	EB	Corporate Drive	Ervin Industrial Drive	1073	5.0	4.3	0.5	3.1	7.6
	WB	Ervin Industrial Drive	Corporate Drive	1090	4.5	3.9	0.5	3.0	7.1
185th Street West	EB	Corporate Drive	Quaker Avenue	1348	4.2	3.5	0.6	2.4	8.1
	WB	Quaker Avenue	Corporate Drive	1365	4.4	3.8	0.5	2.9	6.9
Lodge Drive	NB	Cul-de-sac	Heritage Trail	221	4.4	3.9	0.5	3.5	6.2
	SB	Heritage Trail	Cul-de-sac	201	4.5	4.0	0.4	3.4	6.1
Dakota Point / Cooper Court	NB	Cul-de-sac	185th Street West	1700	3.9	3.1	0.7	1.6	6.9
	SB	185th Street West	Cul-de-sac	1686	4.7	3.8	0.8	2.8	8.5
Heritage Trail / Lodge Drive	NB	Heritage Drive/Lodge Drive Intersection	*Starts at intersection going west then north	6077	4.9	4.2	0.6	2.9	8.3
	SB		*Starts at intersection going north then west/south	6246	4.2	3.6	0.6	0.0	7.3
Foxboro Way	EB	Beaumont Avenue	Lodge Drive	701	4.6	4.1	0.4	3.1	6.1
	WB	Lodge Drive	Beaumont Avenue	700	4.8	4.2	0.5	3.6	6.1
1st Street East / East Street / Water Street	EB	1st St/Broadway St	Water St/Broadway St	1706	4.0	3.2	0.6	1.5	8.2
	WB	Water St/Broadway St	1st St/Broadway St	1770	4	3.2	0.7	1.6	7.4
Mill Street	NB	Water Street	2nd Street East	728	4.2	3.6	0.6	2.4	6.3
	SB	2nd Street East	Water Street	737	4	3.4	0.5	1.5	6.4
Park Drive	NB	Hillside Drive	Sunset Drive	2546	4.2	3.5	0.6	0.5	7.2
	SB	Sunset Drive	Hillside Drive	2539	4.1	3.5	0.5	2.4	6.6
Hope Avenue (North)	NB	Old Hwy 169 Blvd	Hillside Avenue	2163	4.5	3.7	0.6	0.2	7.5
	SB	Hillside Avenue	Old Hwy 169 Blvd	2194	4.4	3.7	0.5	1.8	7.9
Green Ash Court	NB	Cul-de-sac	O'Day Drive	478	4.1	3	0.8	2.2	6.7
	SB	O'Day Drive	Cul-de-sac	514	4.6	3.3	0.9	2.5	7.5

City of Jordan 2026 Infrasturcture Improvements project (B2509291) Bituminous GPR Statistical Summary									
Roadway	**Dir**	**From**	**To**	**Length (feet)**	**Bit Avg. (inches)**	**10th Pctle**	**STDEV**	**Min**	**Max**
O'Day Drive	NB	Cul-de-sac	Sawmill Road	3432	3.7	3	0.6	0.7	7.8
	SB	Sawmill Road	Cul-de-sac	3481	3.9	3.2	0.6	0.1	7.3
Sawmill Road	EB	Helena Blvd	O'Day Drive	522	4.5	4	0.4	3.1	6.7
	WB	O'Day Drive	Helena Blvd	525	4.7	4.2	0.4	2.9	6.8
Trellis Street	EB	Bridle Creek Drive	Cul-de-sac	1813	4.2	3.6	0.5	1.4	6
	WB	Cul-de-sac	Bridle Creek Drive	1843	4	3.3	0.5	1.4	6
Vine Street/Vine Circle	EB	Cu-de-sac	Hope Avenue	1055	4	3.3	0.5	2.2	5.5
	WB	Hope Avenue	Cu-de-sac	1067	4	3.5	0.4	2.2	6
Hope Avenue (South)	NB	Pergola Street	Cul-de-sac	1886	4.3	3.7	0.6	1.3	7.9
	SB	Cul-de-sac	Pergola Street	1886	4.3	3.6	0.7	0.7	7.8
Bridle Creek Drive	NB	Cul-de-sac	Lodge Drive	*					
	SB	Lodge Drive	Cul-de-sac	796	4.4	3.6	0.5	2.6	6
Jasmine Lane	NB	Cul-de-sac	Trellis Street	452	4.1	3.7	0.5	1.5	5.6
	SB	Trellis Street	Cul-de-sac	463	4.2	3.5	0.6	0.9	5.9
Waterford Way	NB	Hope Ave (South End)	Hope Ave (North End)	1501	4.6	4	0.5	2.6	6.6
	SB	Hope Ave (North End)	Hope Ave (South End)	661	4.3	3.5	0.6	1.5	7.3
**Data collection issues occurred during field exploration*									

City of Jordan 2026 Infrastucture Improvements project (B2509291) Apparent Aggregate Base GPR Statistical Summary									
Roadway	**Dir**	**From**	**To**	**Length (feet)**	**Agg Avg. (inches)**	**10th Pctle**	**STDEV**	**Min**	**Max**
Ervin Industrial	NB	Quaker Avenue (South End)	Quaker Avenue (North End)	2298	8.3	6.7	1.4	4.4	13.1
	SB	Quaker Avenue (North End)	Quaker Avenue (South End)	1246	10.6	8.1	1.7	5.8	14.2
Corporate Drive	NB	Enterprise Drive	185th Street West	1566	---	---	---	---	---
	SB	185th Street West	Enterprise Drive	1632	---	---	---	---	---
Enterprise Drive	EB	Corporate Drive	Ervin Industrial Drive	1073	7.9	5.1	1.7	3.7	12.1
	WB	Ervin Industrial Drive	Corporate Drive	1090	---	---	---	---	---
185th Street West	EB	Corporate Drive	Quaker Avenue	1348	---	---	---	---	---
	WB	Quaker Avenue	Corporate Drive	1365	---	---	---	---	---
Lodge Drive	NB	Cul-de-sac	Heritage Trail	221	5.0	4.2	0.7	3.6	8.1
	SB	Heritage Trail	Cul-de-sac	201	4.8	4.0	0.7	3.0	7.1
Dakota Point / Cooper Court	NB	Cul-de-sac	185th Street West	1700	---	---	---	---	---
	SB	185th Street West	Cul-de-sac	1686	12.2	9.1	2.3	5.3	19.3
Heritage Trail / Lodge Drive	NB	Heritage Drive/Lodge Drive Intersection	*Starts at intersection going west then north	6077	7.9	6.1	1.4	3.8	12.8
	SB		*Starts at intersection going north then west/south	6246	8.1	6.0	1.7	3.1	13.5
Foxboro Way	EB	Beaumont Avenue	Lodge Drive	701	8.6	6.2	1.9	4.8	14.1
	WB	Lodge Drive	Beaumont Avenue	700	7.9	6.3	1.1	5.2	11.3
1st Street East / East Street / Water Street	EB	1st St/Broadway St	Water St/Broadway St	1706	---	---	---	---	---
	WB	Water St/Broadway St	1st St/Broadway St	1770	---	---	---	---	---
Mill Street	NB	Water Street	2nd Street East	728	---	---	---	---	---
	SB	2nd Street East	Water Street	737	---	---	---	---	---
Park Drive	NB	Hillside Drive	Sunset Drive	2546	---	---	---	---	---
					---	---	---	---	---

City of Jordan 2026 Infrastucture Improvements project (B2509291) Apparent Aggregate Base GPR Statistical Summary									
Roadway	**Dir**	**From**	**To**	**Length (feet)**	**Agg Avg. (inches)**	**10th Pctle**	**STDEV**	**Min**	**Max**
Hope Avenue (North)	NB	Old Hwy 169 Blvd	Hillside Avenue	2163	---	---	---	---	---
	SB	Hillside Avenue	Old Hwy 169 Blvd	2194	---	---	---	---	---
Green Ash Court	NB	Cul-de-sac	O'Day Drive	478	---	---	---	---	---
	SB	O'Day Drive	Cul-de-sac	514	---	---	---	---	---
O'Day Drive	NB	Cul-de-sac	Sawmill Road	3432	---	---	---	---	---
	SB	Sawmill Road	Cul-de-sac	3481	---	---	---	---	---
Sawmill Road	EB	Helena Blvd	O'Day Drive	522	---	---	---	---	---
	WB	O'Day Drive	Helena Blvd	525	---	---	---	---	---
Trellis Street	EB	Bridle Creek Drive	Cul-de-sac	1813	---	---	---	---	---
	WB	Cul-de-sac	Bridle Creek Drive	1843	---	---	---	---	---
Vine Street/Vine Circle	EB	Cu-de-sac	Hope Avenue	1055	---	---	---	---	---
	WB	Hope Avenue	Cu-de-sac	1067	---	---	---	---	---
Hope Avenue (South)	NB	Pergola Street	Cul-de-sac	1886	---	---	---	---	---
	SB	Cul-de-sac	Pergola Street	1886	---	---	---	---	---
Bridle Creek Drive	NB	Cul-de-sac	Lodge Drive	*					
	SB	Lodge Drive	Cul-de-sac	796	---	---	---	---	---
Jasmine Lane	NB	Cul-de-sac	Trellis Street	452	---	---	---	---	---
	SB	Trellis Street	Cul-de-sac	463	---	---	---	---	---
Waterford Way	NB	Hope Ave (South End)	Hope Ave (North End)	1501	---	---	---	---	---
	SB	Hope Ave (North End)	Hope Ave (South End)	661	---	---	---	---	---

**Data collection issues occurred during field exploration*

Of note, Apparent Aggregate Base layer was sometimes indiscernable and shown in the above table with a dash mark.

GPR Results: 1st St/East St/Water St - 1st St/Broadway St to Water St/Broadway St

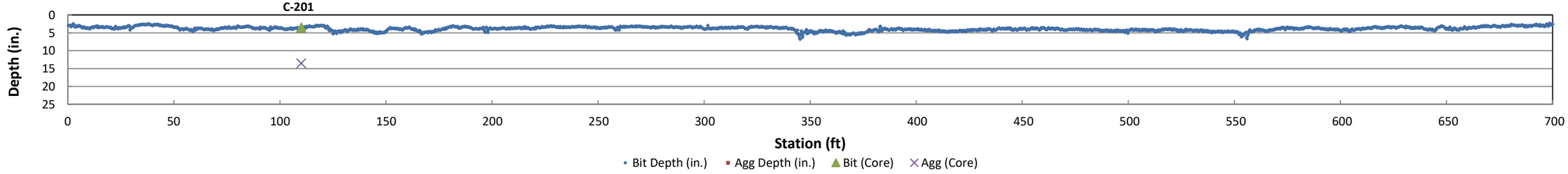
**1st St to East St to Water Street*

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**1st St/East St/Water St**
From	**1st St/Broadway St**
To	**Water St/Broadway St**

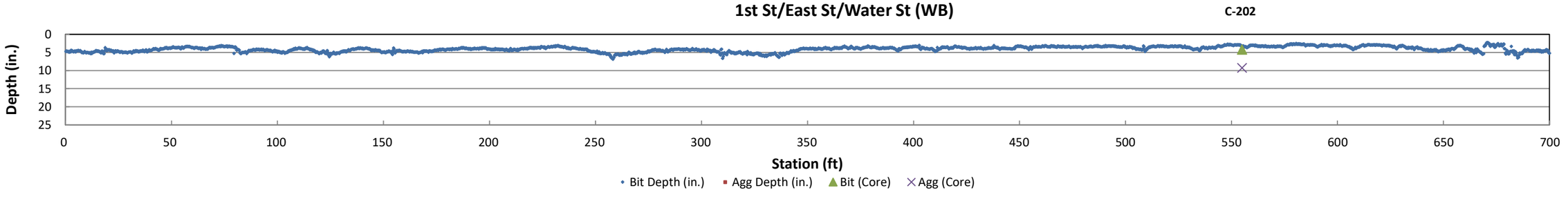
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

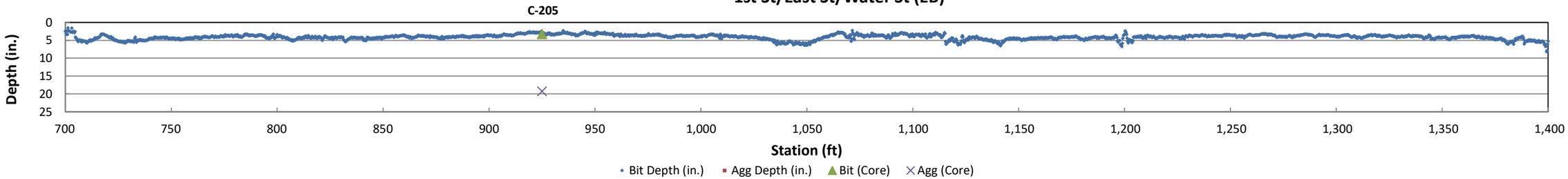
1st St/East St/Water St (EB)



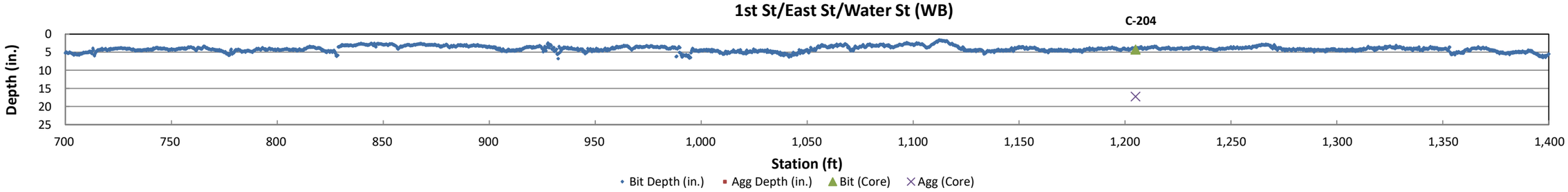
1st St/East St/Water St (WB)



1st St/East St/Water St (EB)



1st St/East St/Water St (WB)



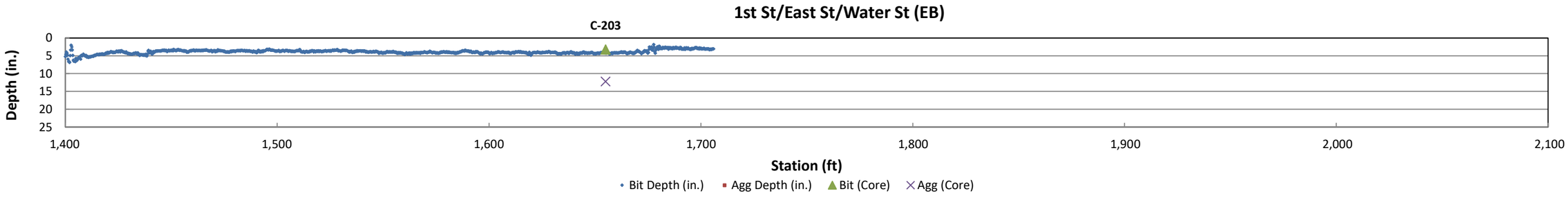
GPR Results: 1st St/East St/Water St - 1st St/Broadway St to Water St/Broadway St

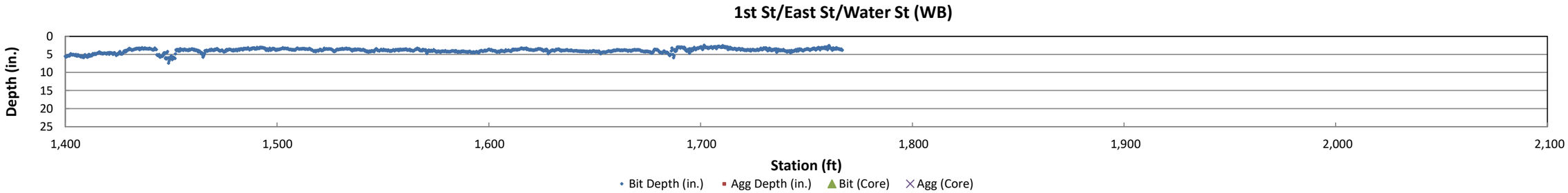
**1st St to East St to Water Street*

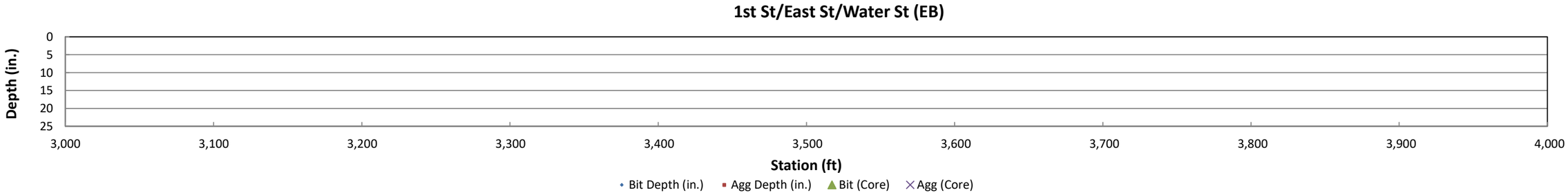
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**1st St/East St/Water St**
From	**1st St/Broadway St**
To	**Water St/Broadway St**

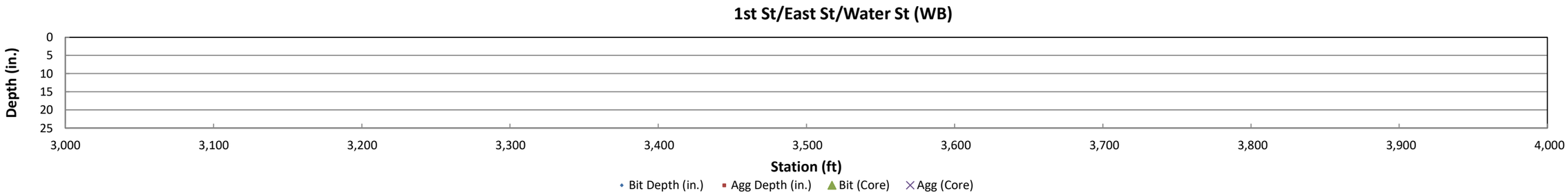
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







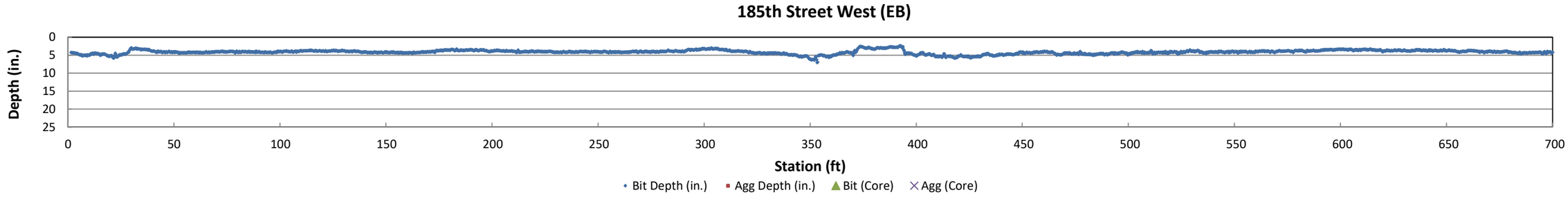


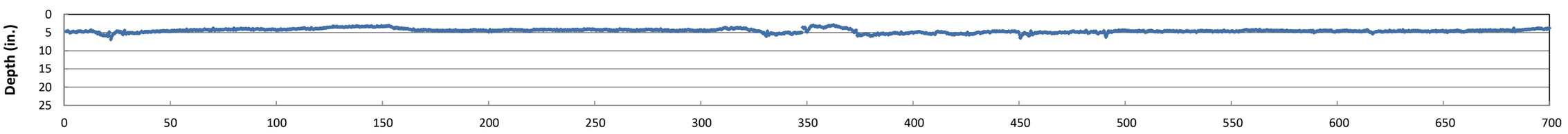
GPR Results: 185th Street West - Corporate Drive to Quaker Avenue

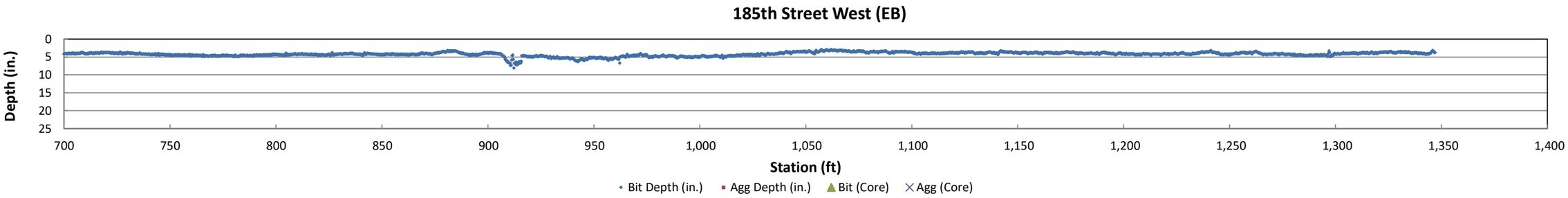
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**185th Street West**
From	**Corporate Drive**
To	**Quaker Avenue**

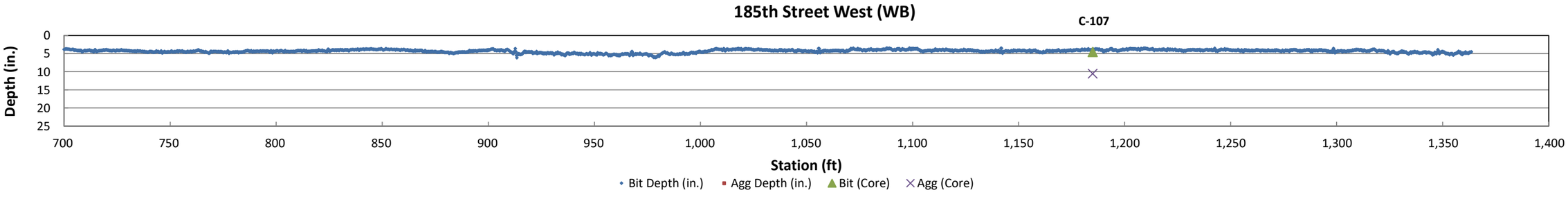
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







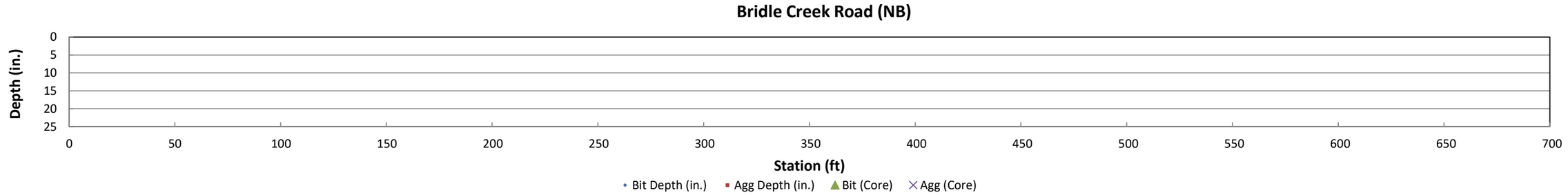


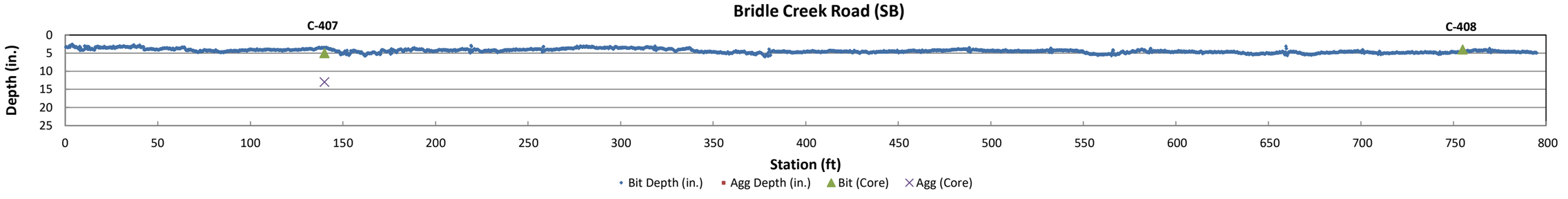
GPR Results: Bridle Creek Road - Cul-de-sac to Lodge Drive

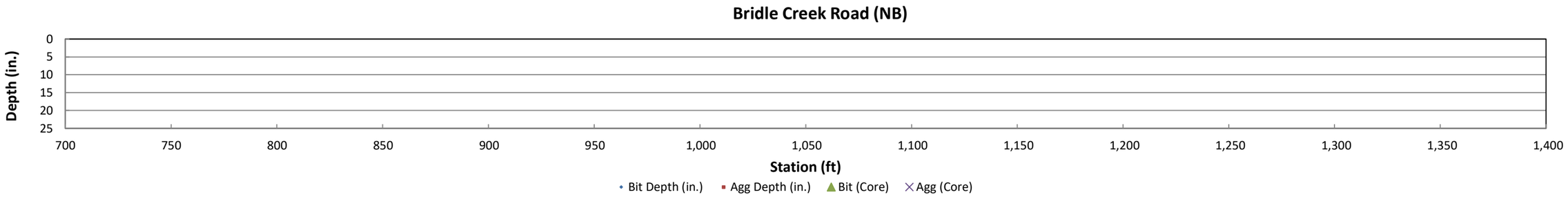
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Bridle Creek Road**
From	**Cul-de-sac**
To	**Lodge Drive**

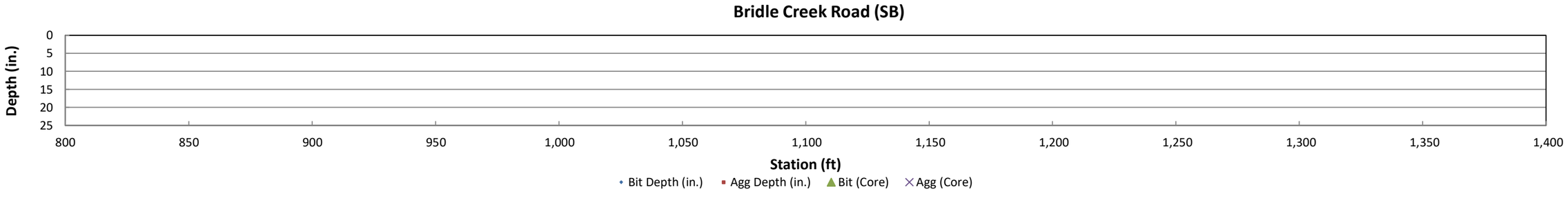
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







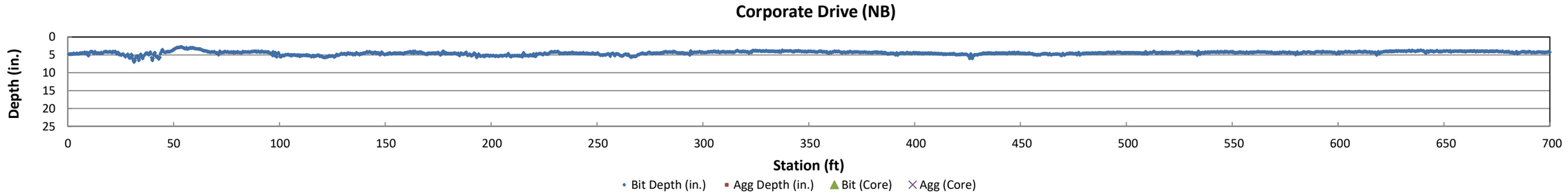


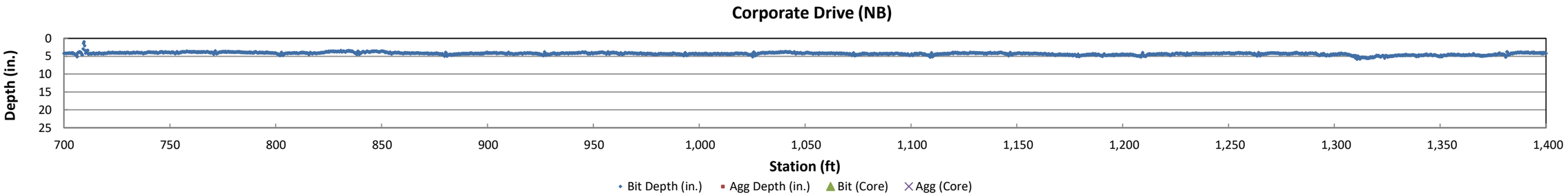
GPR Results: Corporate Drive - Enterprise Drive to 185th Street West

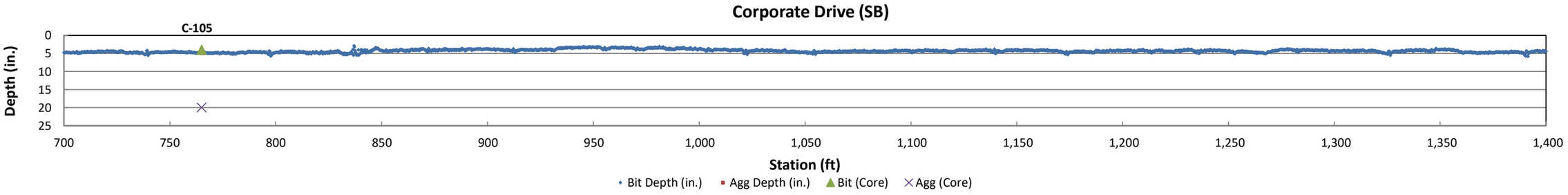
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Corporate Drive**
From	**Enterprise Drive**
To	**185th Street West**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on





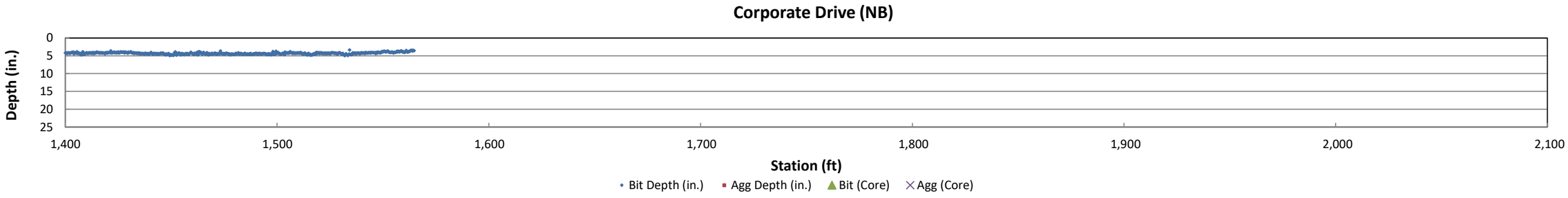


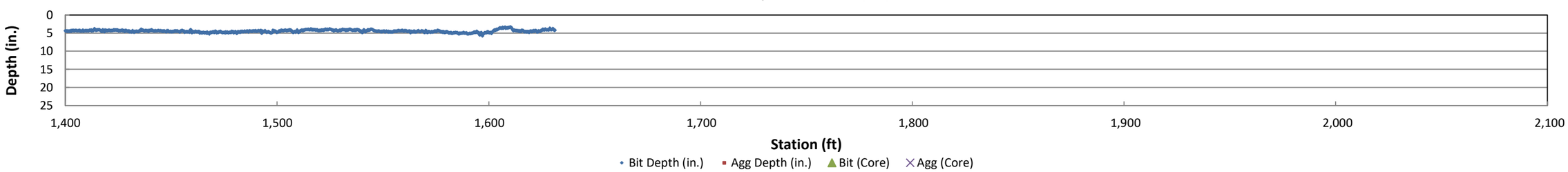
GPR Results: Corporate Drive - Enterprise Drive to 185th Street West

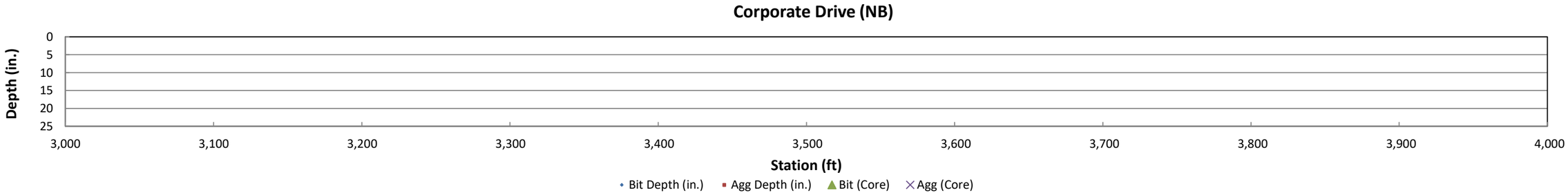
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Corporate Drive
From Enterprise Drive
To 185th Street West

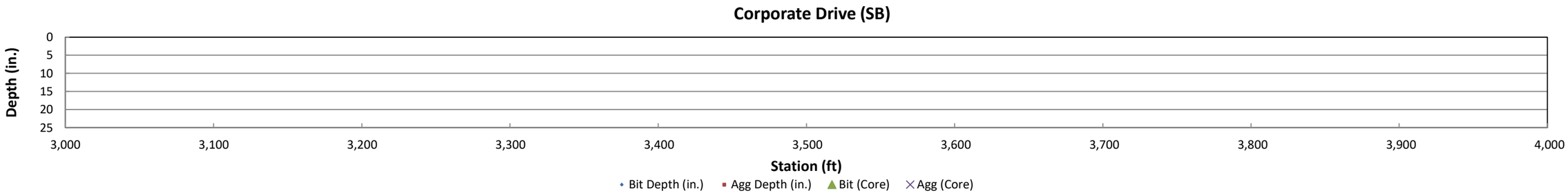
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









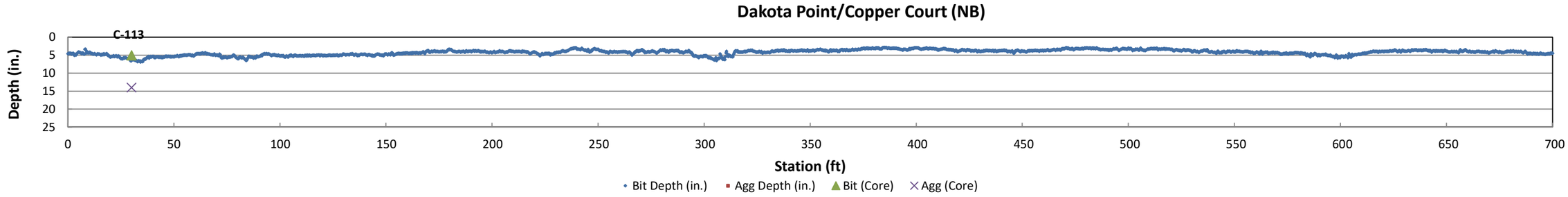
GPR Results: Dakota Point/Copper Court - Cul-de-sac to 185th Street West

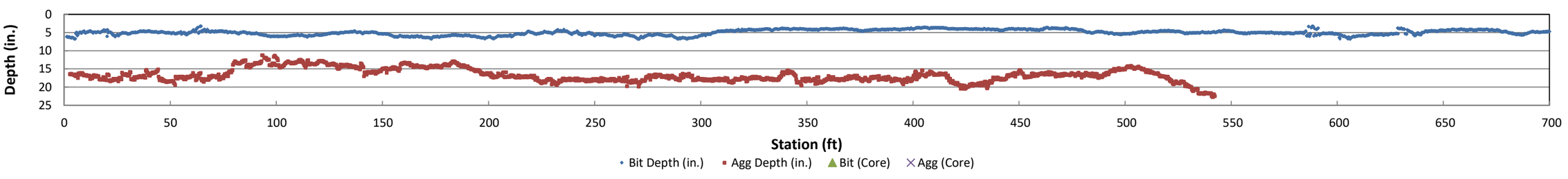
**Of note, N/S runs capture both Dakota Point and Copper Court*

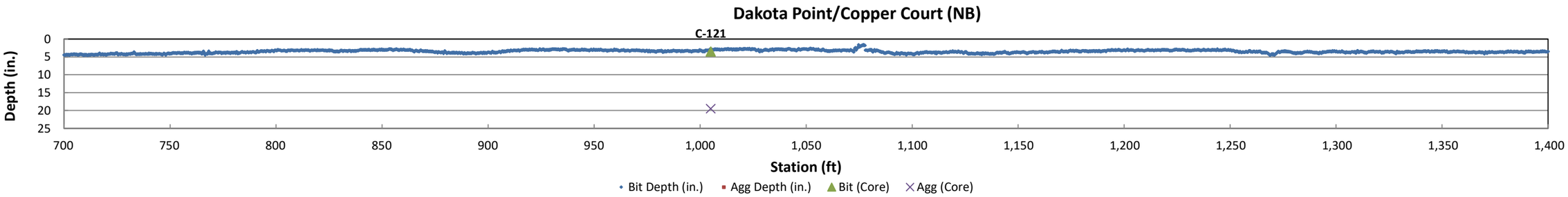
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Dakota Point/Copper Court**
From	**Cul-de-sac**
To	**185th Street West**

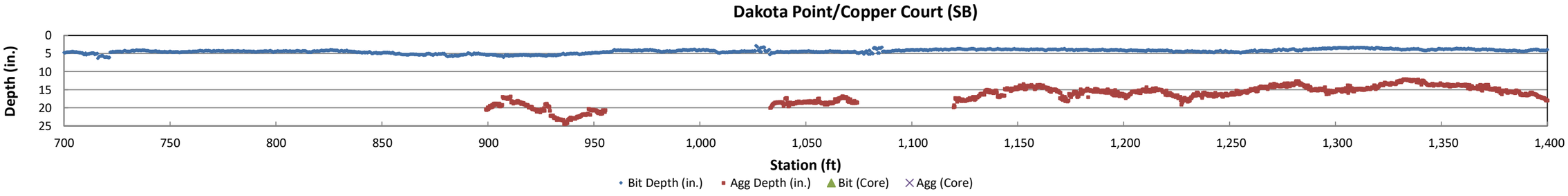
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









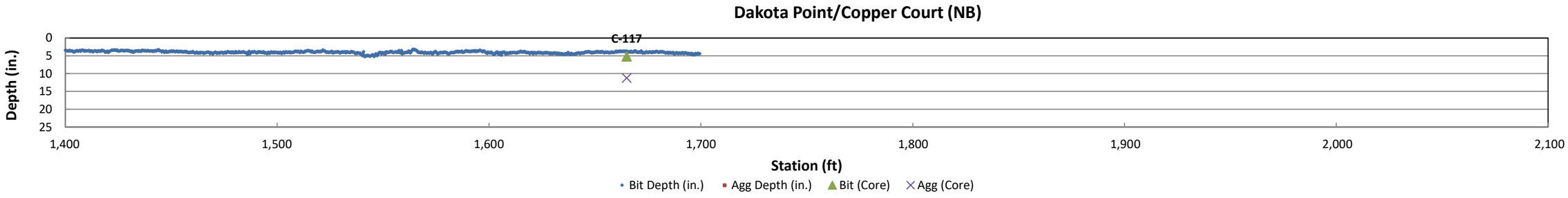
GPR Results: Dakota Point/Copper Court - Cul-de-sac to 185th Street West

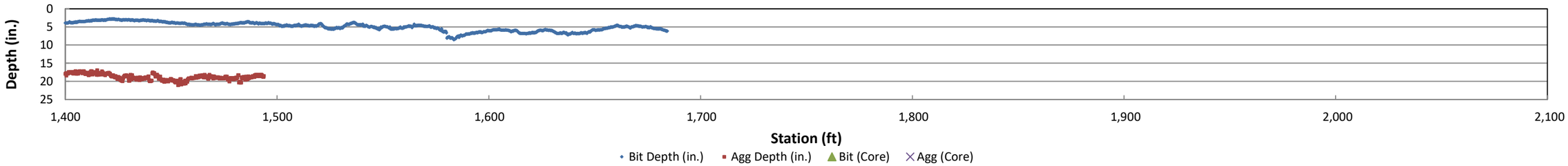
**Of note, N/S runs capture both Dakota Point and Copper Court*

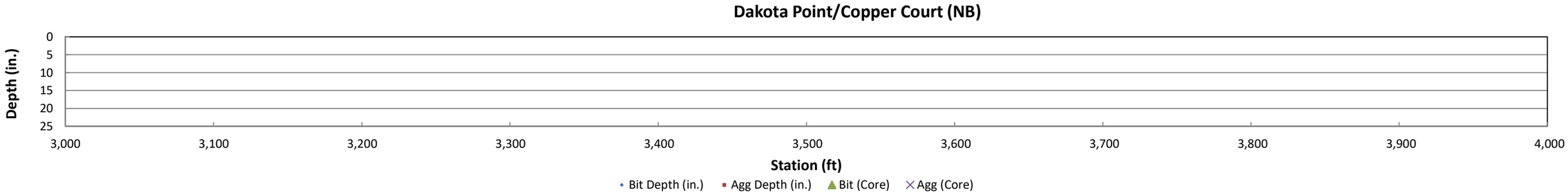
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Dakota Point/Copper Court**
From	**Cul-de-sac**
To	**185th Street West**

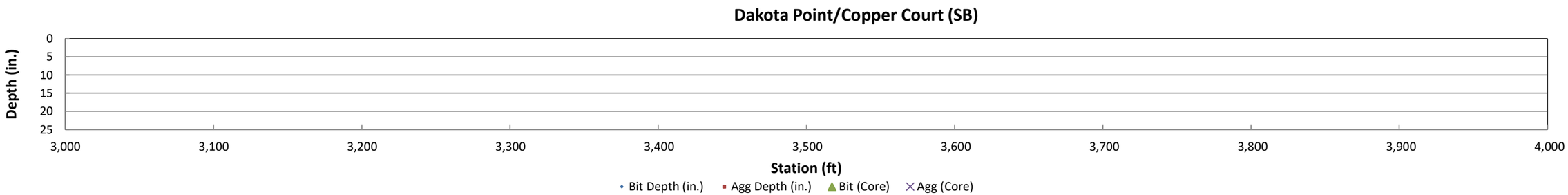
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







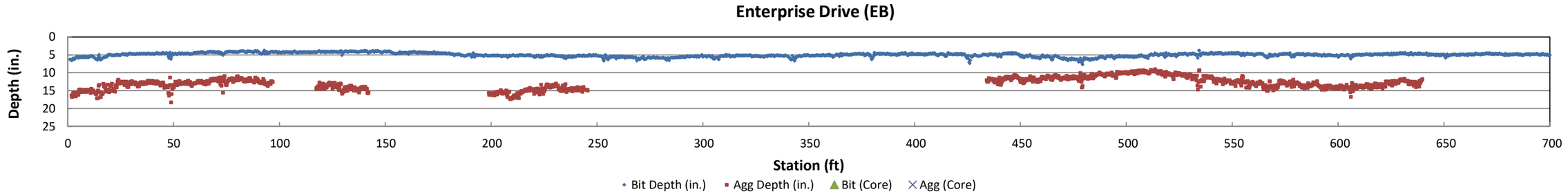


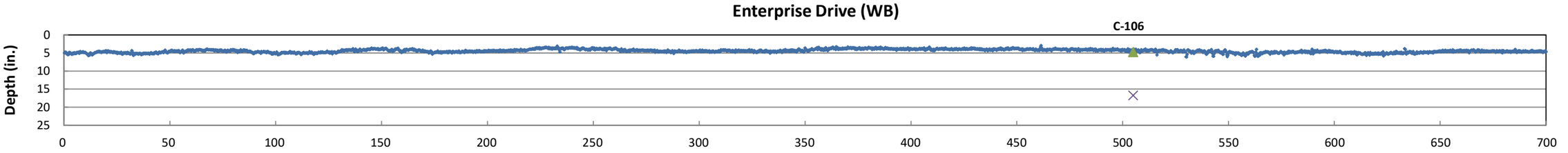
GPR Results: Enterprise Drive - Corporate Drive to Ervin Industrial Drive

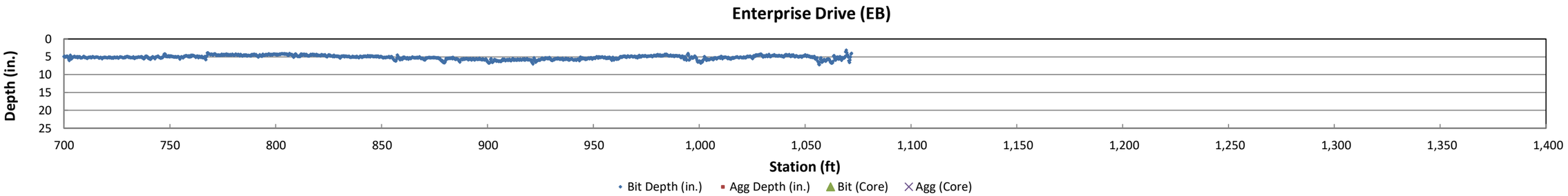
BRAUN INTERTEC
the science you build on

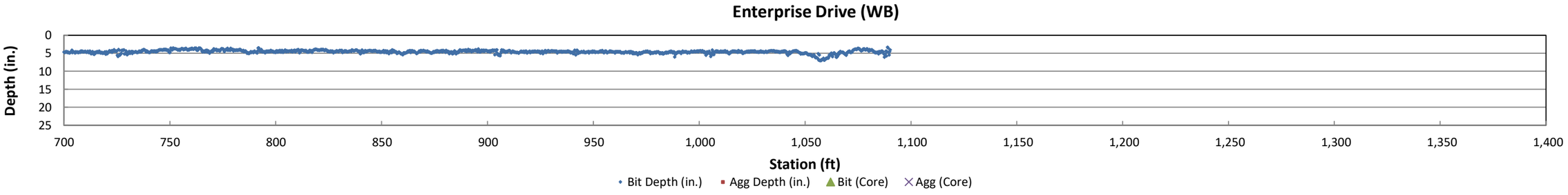
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Enterprise Drive**
From	**Corporate Drive**
To	**Ervin Industrial Drive**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed







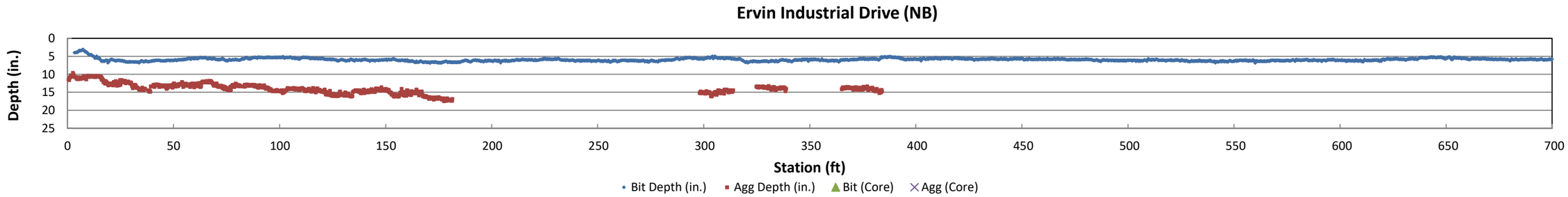


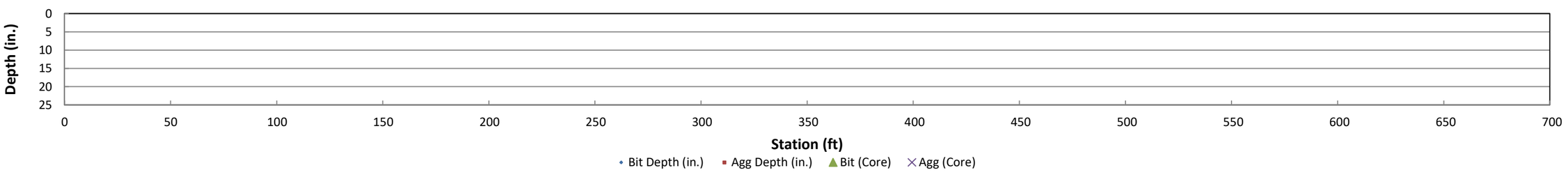
GPR Results: Ervin Industrial Drive - Quaker Avenue (South End) to Quaker Avenue (North End)

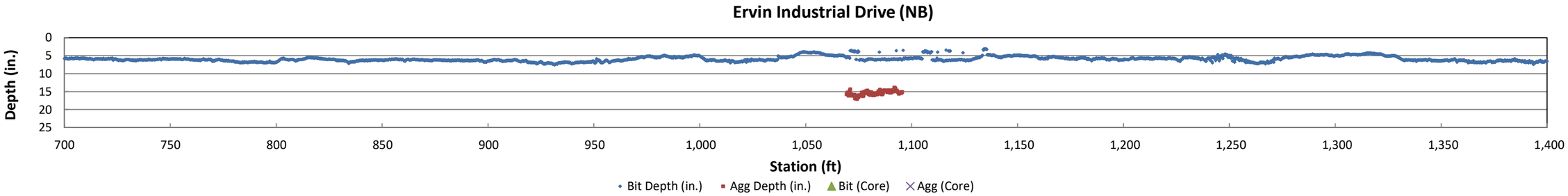
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Ervin Industrial Drive**
From	**Quaker Avenue (South End)**
To	**Quaker Avenue (North End)**

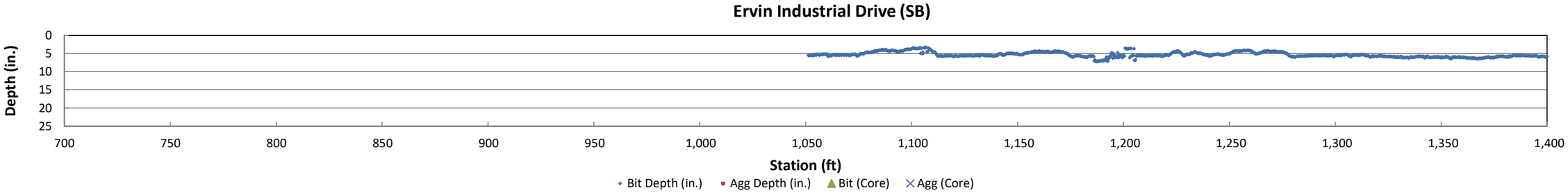
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







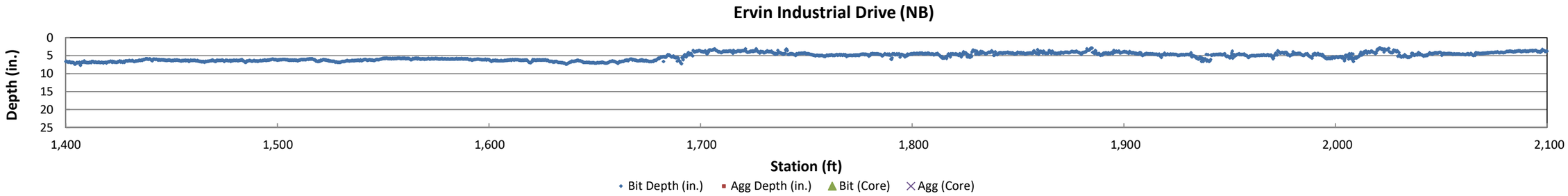


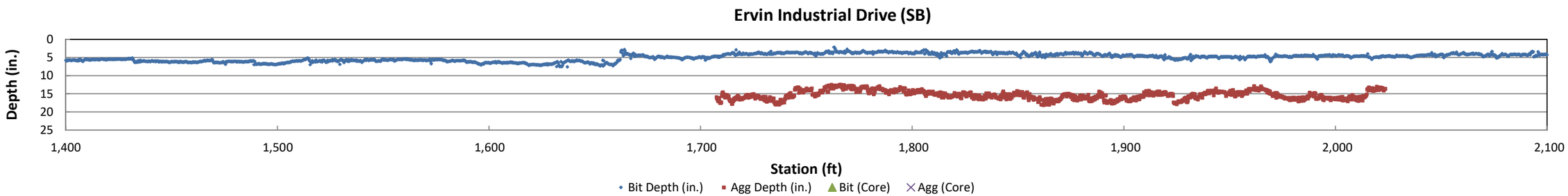
GPR Results: Ervin Industrial Drive - Quaker Avenue (South End) to Quaker Avenue (North End)

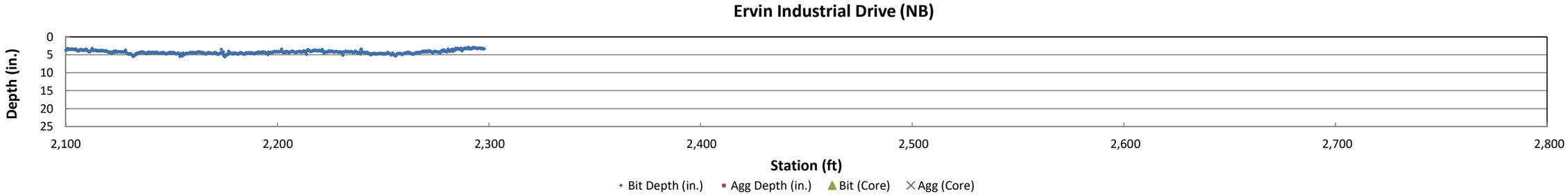
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Ervin Industrial Drive**
From	**Quaker Avenue (South End)**
To	**Quaker Avenue (North End)**

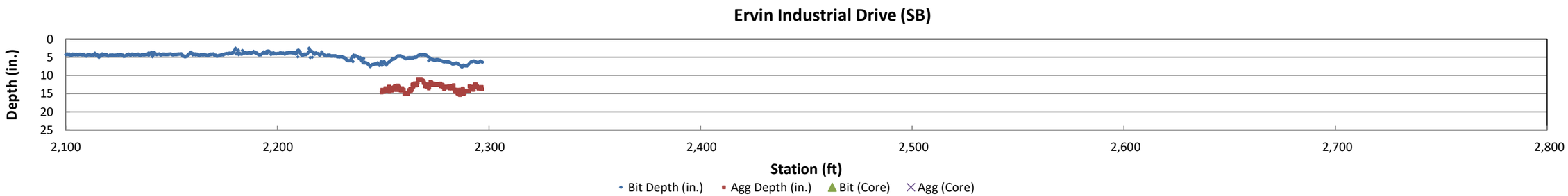
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







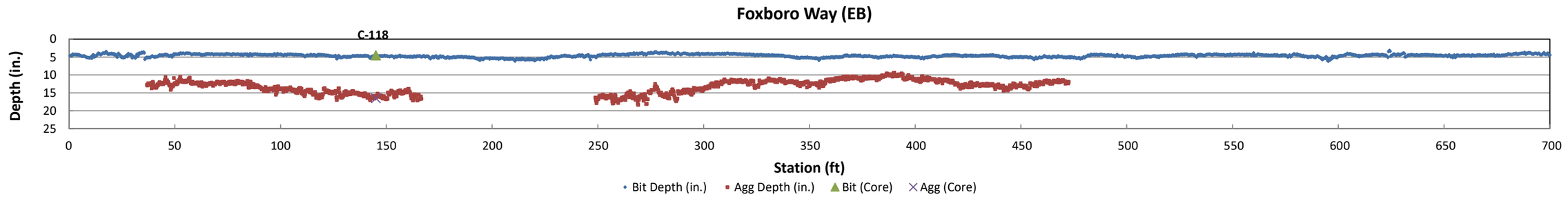


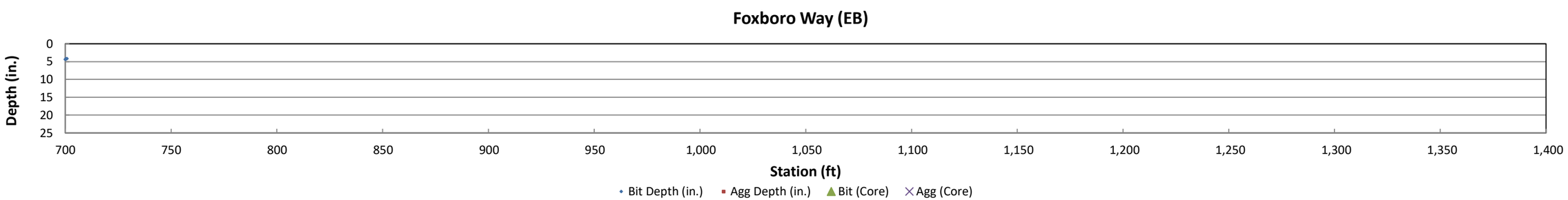
GPR Results: Foxboro Way - Beaumont Avenue to Lodge Drive

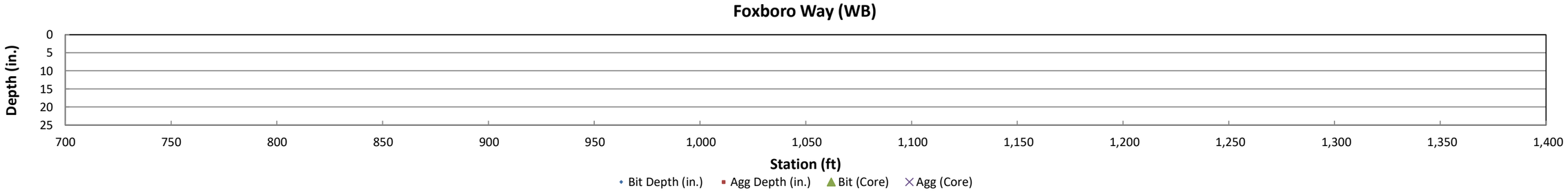
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Foxboro Way**
From	**Beaumont Avenue**
To	**Lodge Drive**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







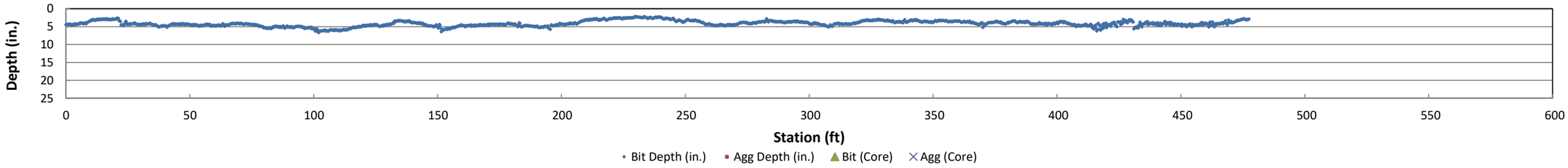
GPR Results: Green Ash Court - Cul-de-sac to O'Day Drive

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Green Ash Court**
From	**Cul-de-sac**
To	**O'Day Drive**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

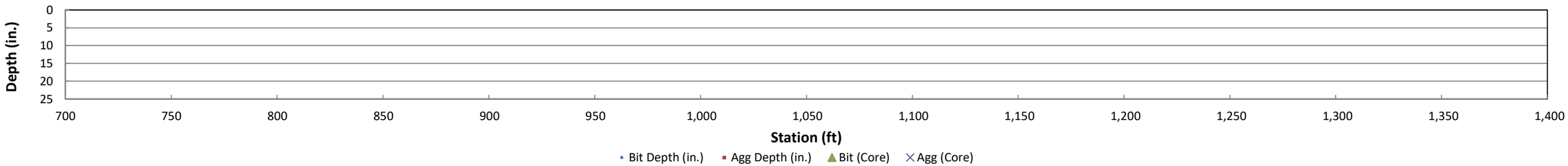
BRAUN INTERTEC
the science you build on

Green Ash Court (NB)

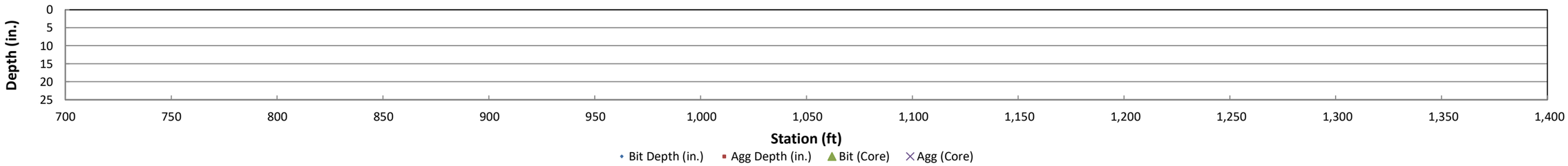


Green Ash Court (SB)

Green Ash Court (NB)



Green Ash Court (SB)



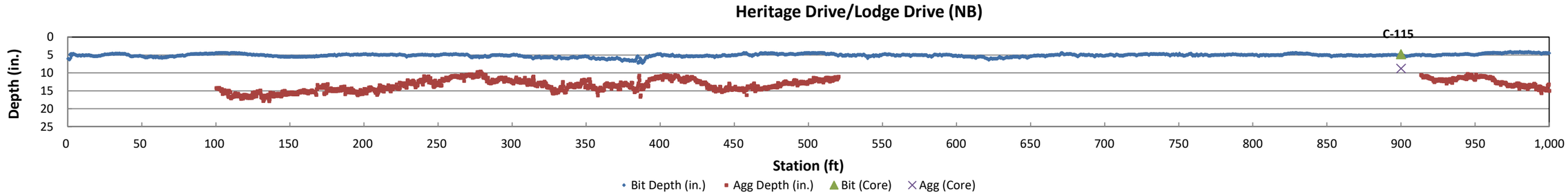
GPR Results: Heritage Drive/Lodge Drive - Heritage Drive/Lodge Drive Intersection to 0

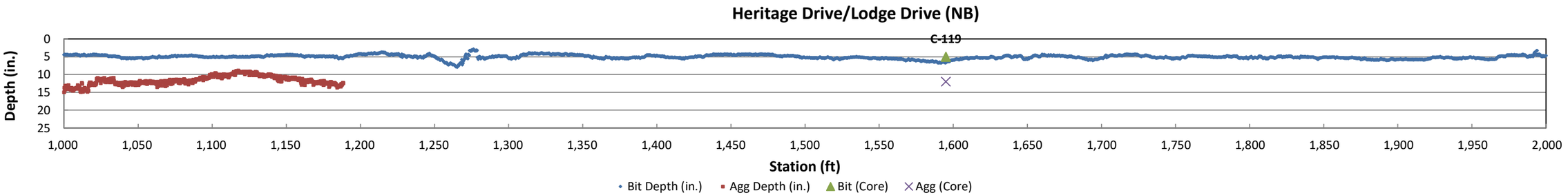
**Starts at Heritage Drive/Lodge Drive then goes west/north*

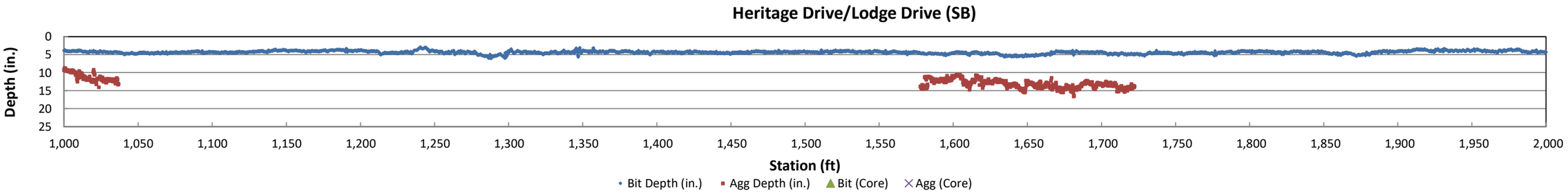
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Heritage Drive/Lodge Drive**
From	**Heritage Drive/Lodge Drive Intersection**
To	**0**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







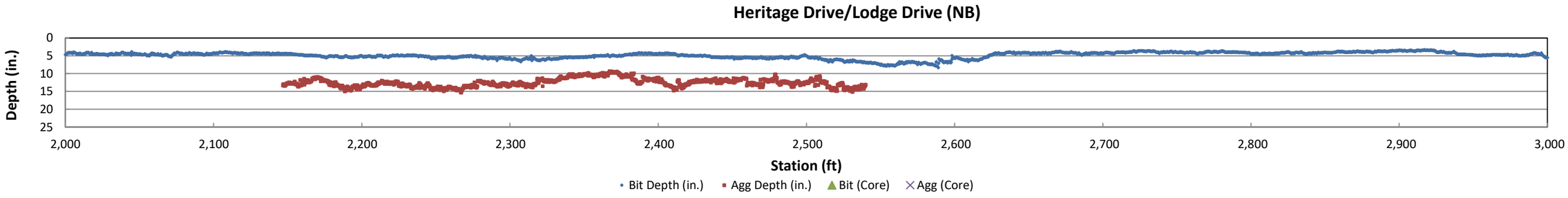
GPR Results: Heritage Drive/Lodge Drive - Heritage Drive/Lodge Drive Intersection to 0

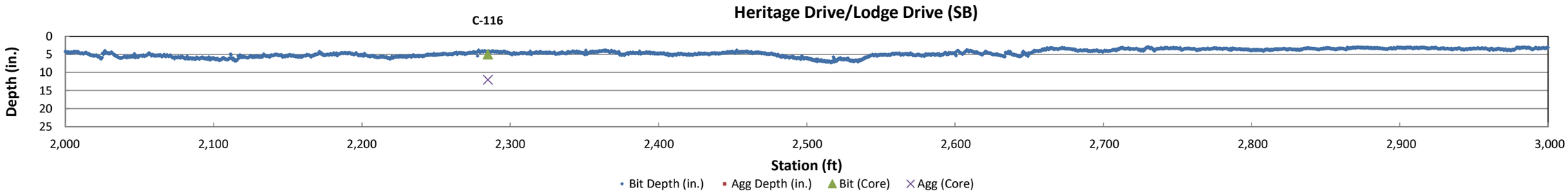
**Starts at Heritage Drive/Lodge Drive then goes west/north*

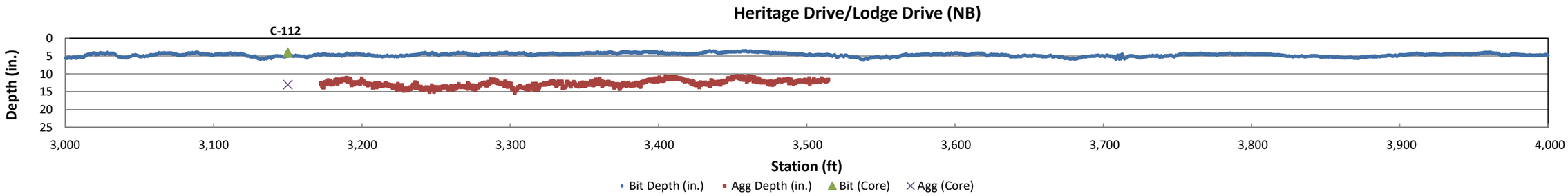
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Heritage Drive/Lodge Drive
From Heritage Drive/Lodge Drive Intersection
To 0

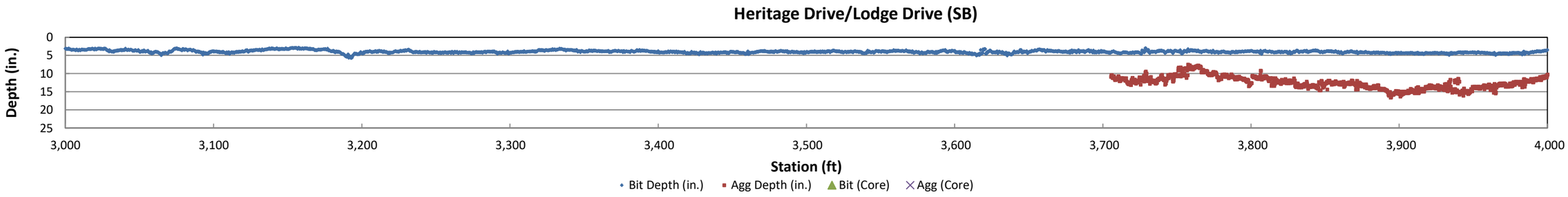
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









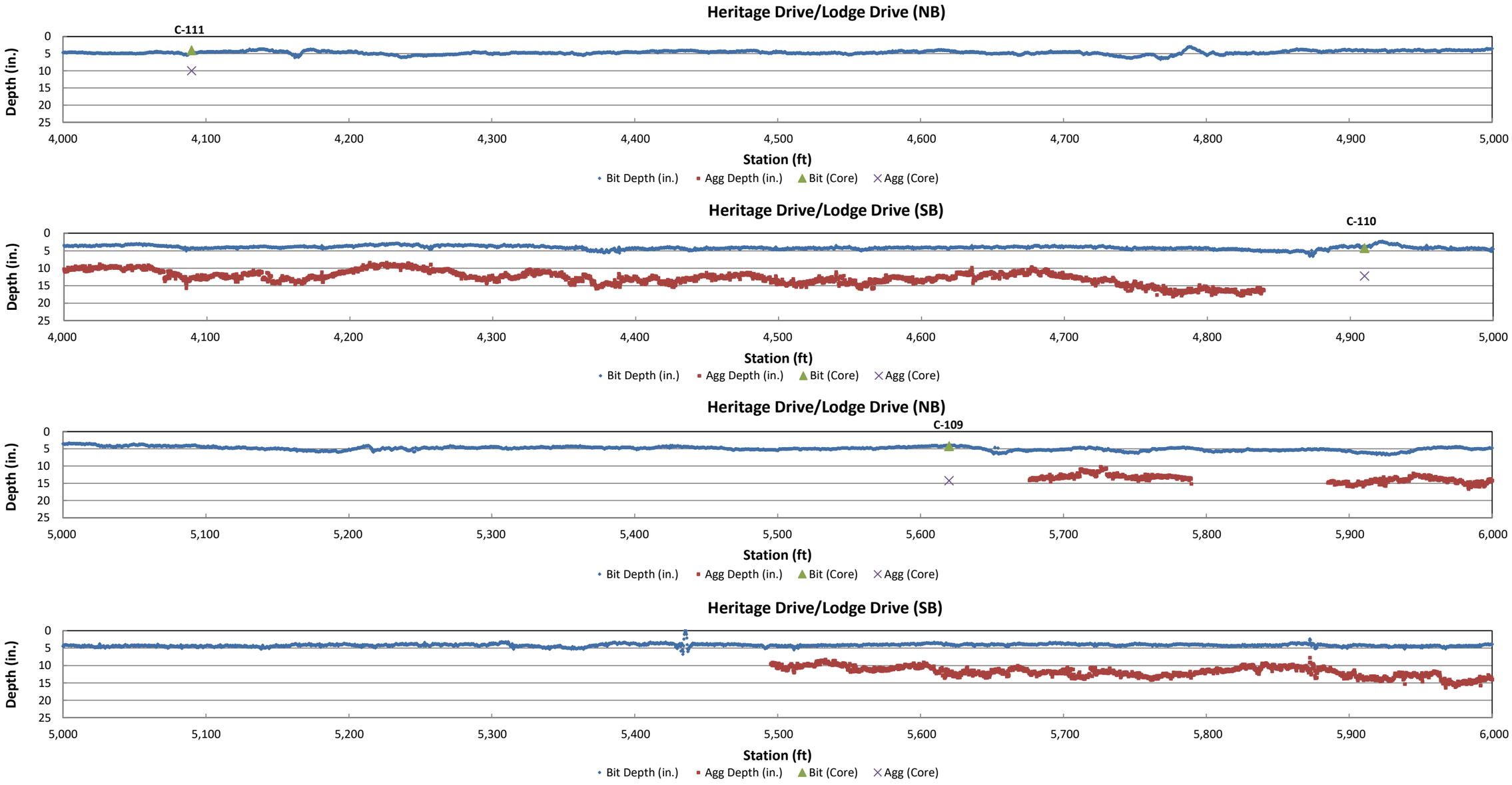
GPR Results: Heritage Drive/Lodge Drive - Heritage Drive/Lodge Drive Intersection to 0

**Starts at Heritage Drive/Lodge Drive then goes west/north*

Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Heritage Drive/Lodge Drive
From Heritage Drive/Lodge Drive Intersection
To 0

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on



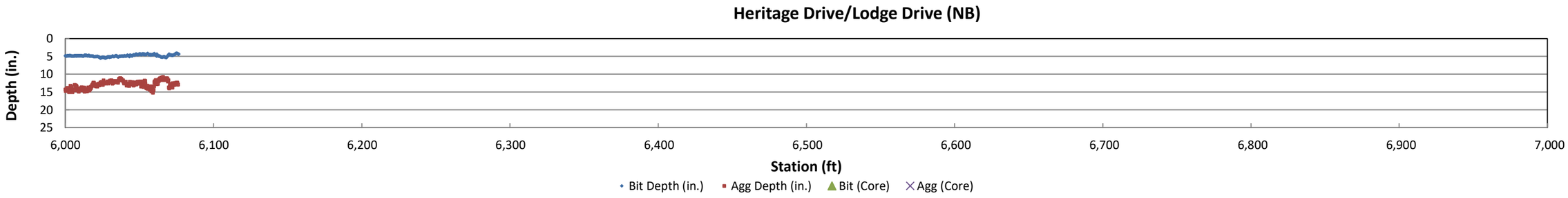
GPR Results: Heritage Drive/Lodge Drive - Heritage Drive/Lodge Drive Intersection to 0

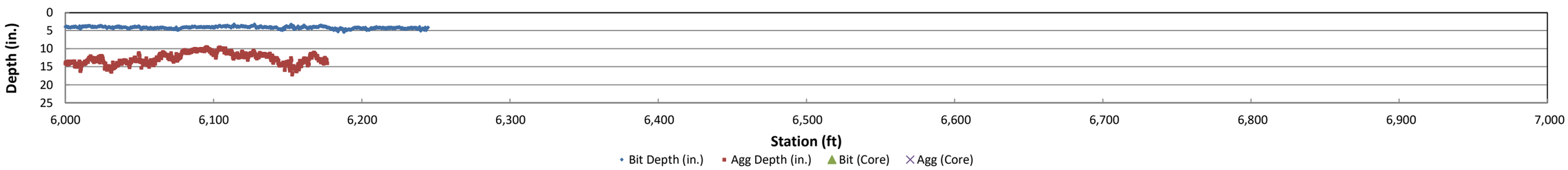
**Starts at Heritage Drive/Lodge Drive then goes west/north*

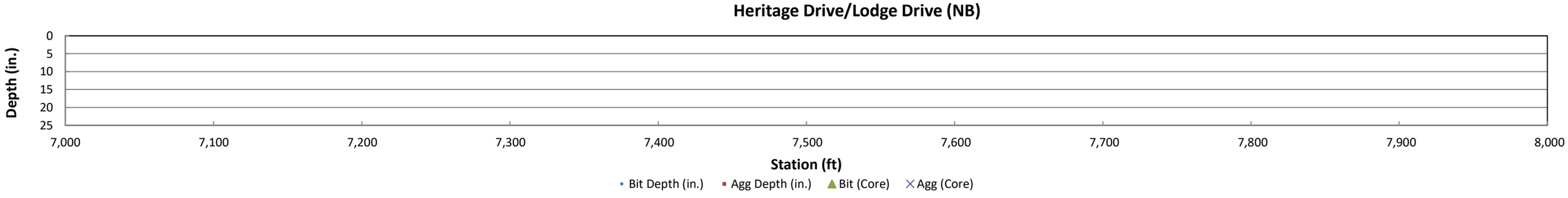
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Heritage Drive/Lodge Drive
From Heritage Drive/Lodge Drive Intersection
To 0

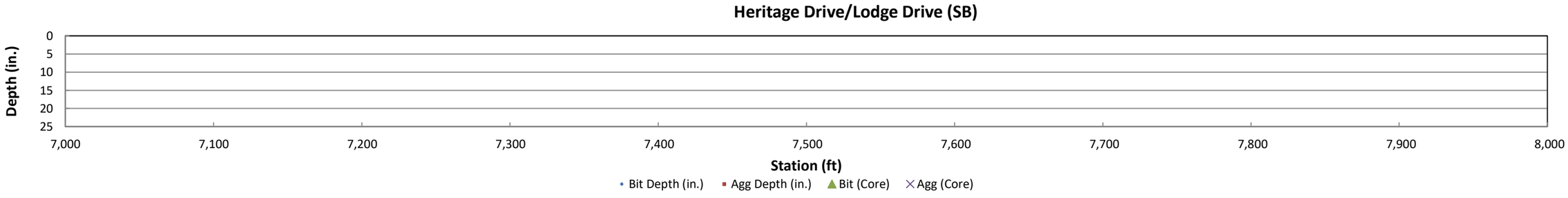
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









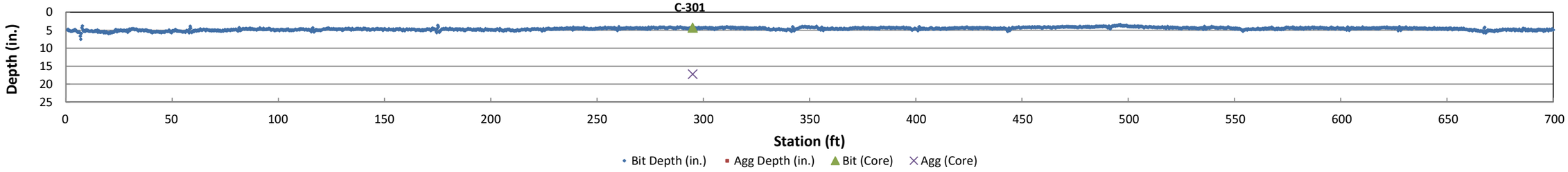
GPR Results: Hope Avenue - Old Hwy 169 Blvd to Hillside Avenue

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Hope Avenue**
From	**Old Hwy 169 Blvd**
To	**Hillside Avenue**

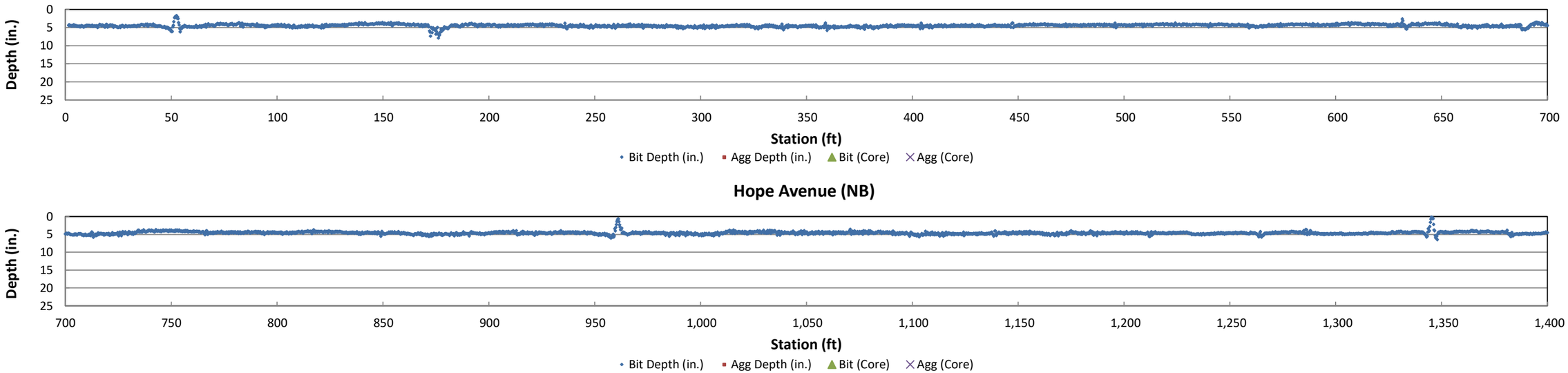
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

Hope Avenue (NB)

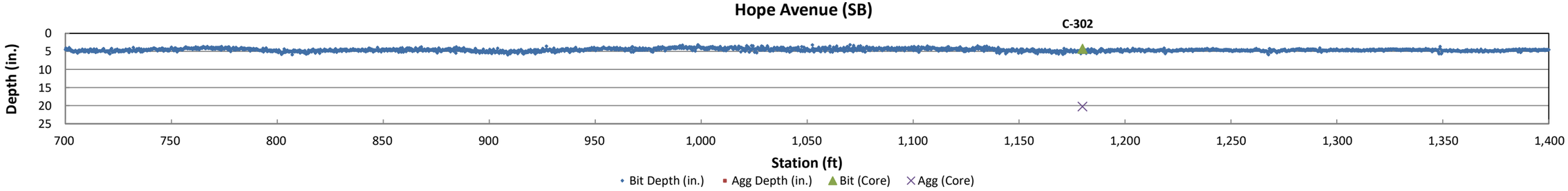


Hope Avenue (SB)



Hope Avenue (NB)

Hope Avenue (SB)

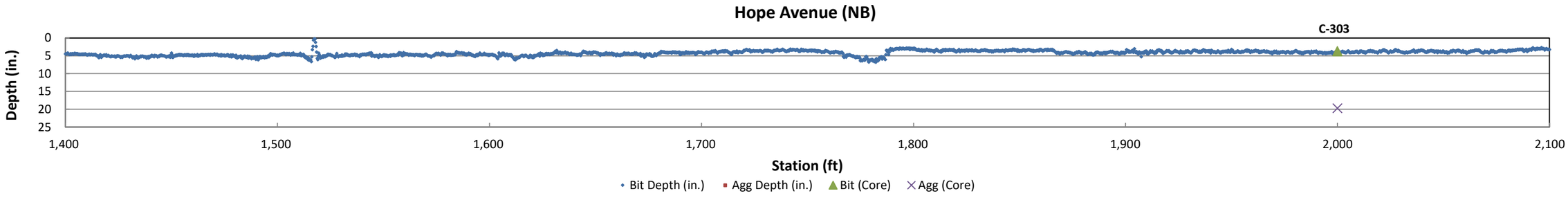


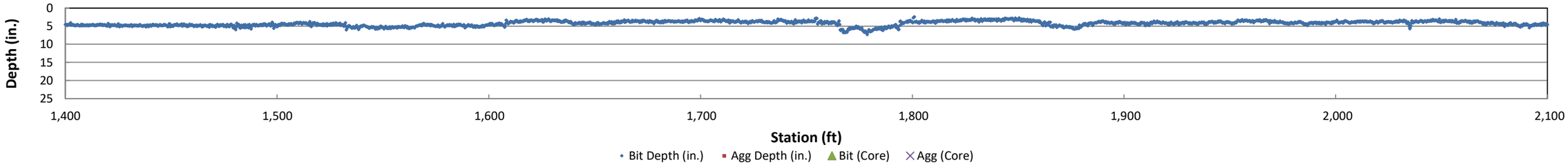
GPR Results: Hope Avenue - Old Hwy 169 Blvd to Hillside Avenue

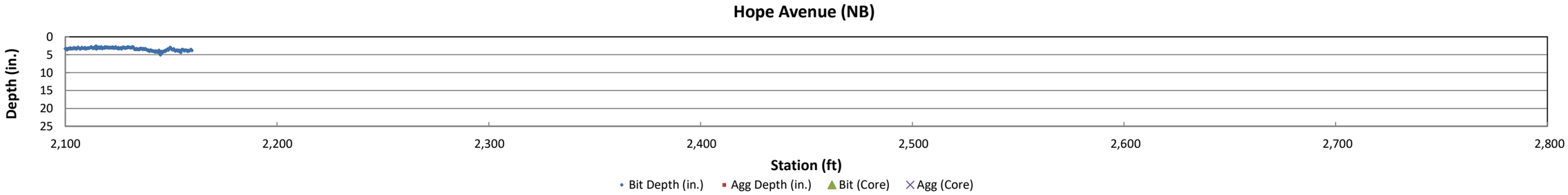
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Hope Avenue
From Old Hwy 169 Blvd
To Hillside Avenue

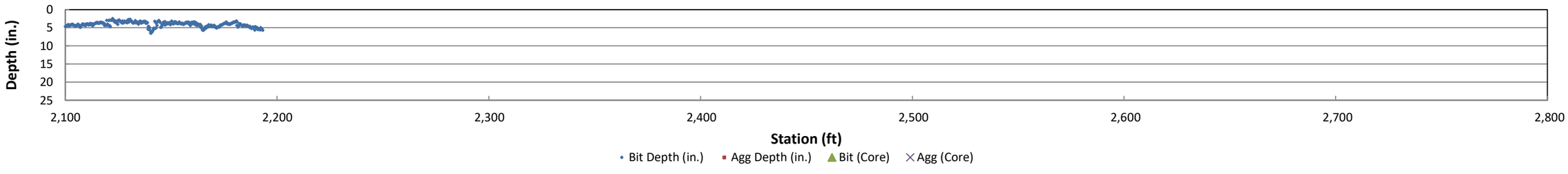
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









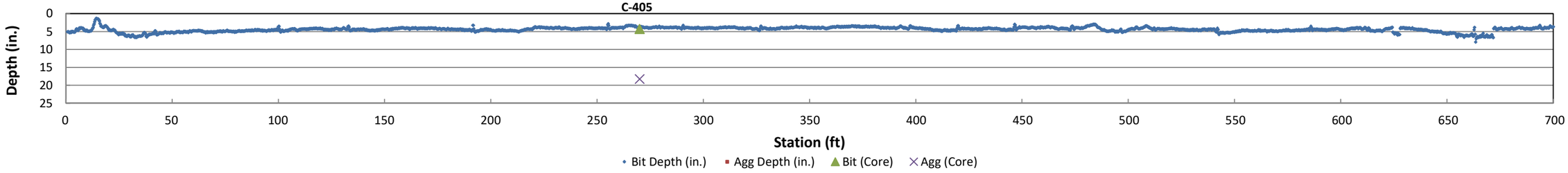
GPR Results: Hope Avenue (South) - Pergola Street to Cul-de-sac

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Hope Avenue (South)**
From	**Pergola Street**
To	**Cul-de-sac**

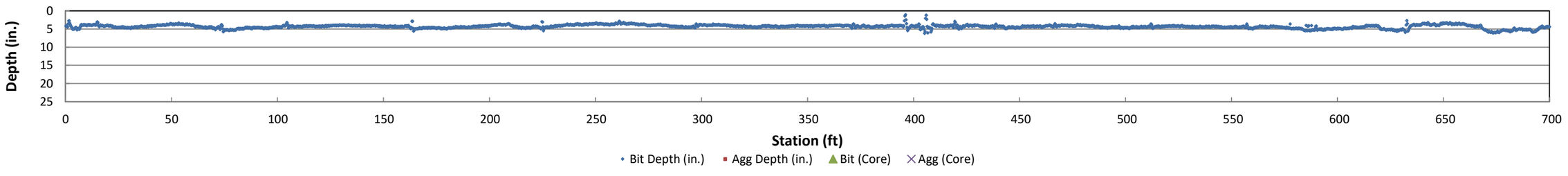
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

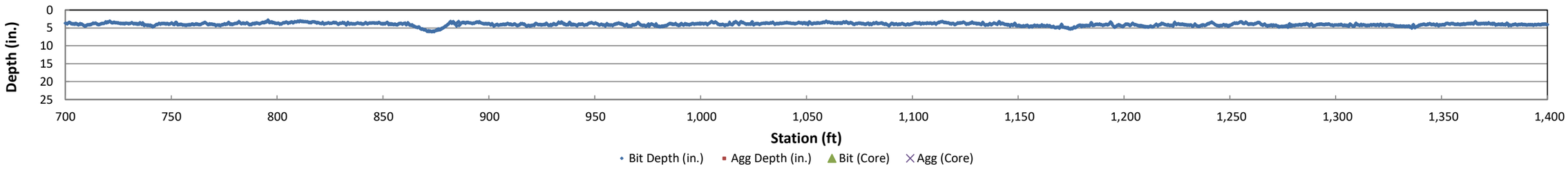
Hope Avenue (South) (NB)



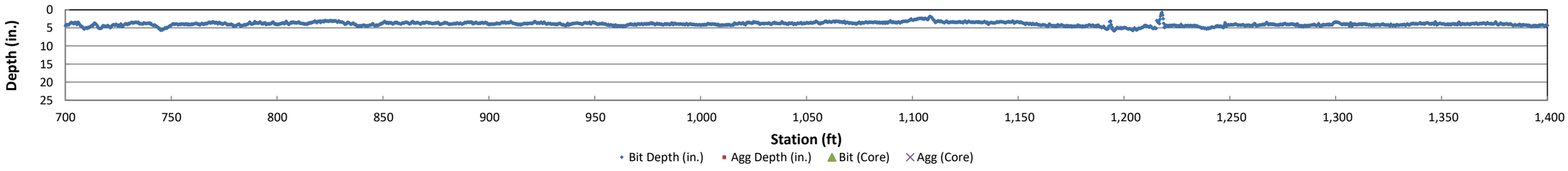
Hope Avenue (South) (SB)



Hope Avenue (South) (NB)



Hope Avenue (South) (SB)

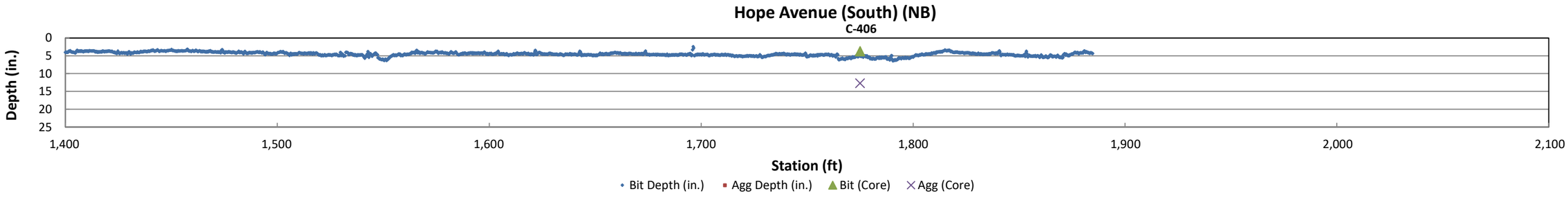


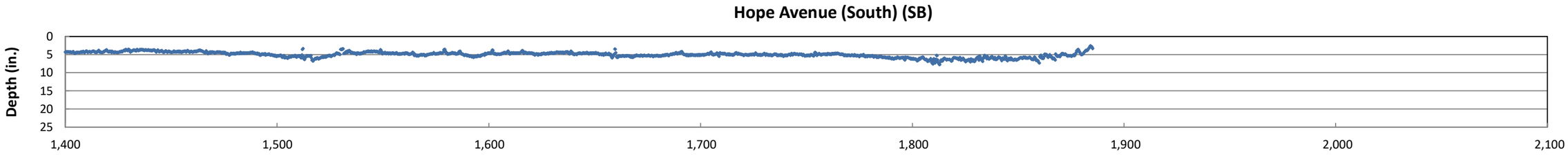
GPR Results: Hope Avenue (South) - Pergola Street to Cul-de-sac

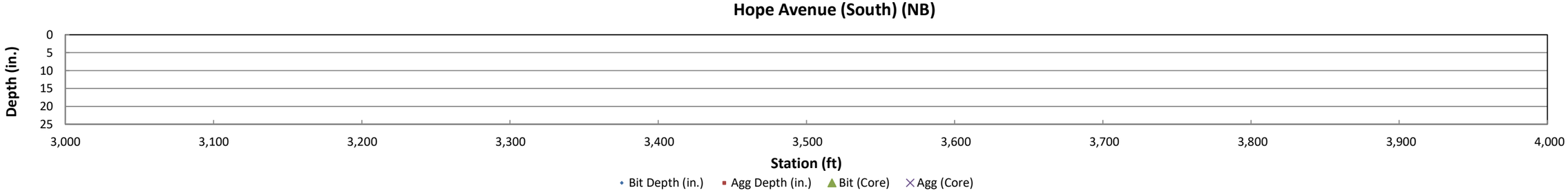
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Hope Avenue (South)**
From	**Pergola Street**
To	**Cul-de-sac**

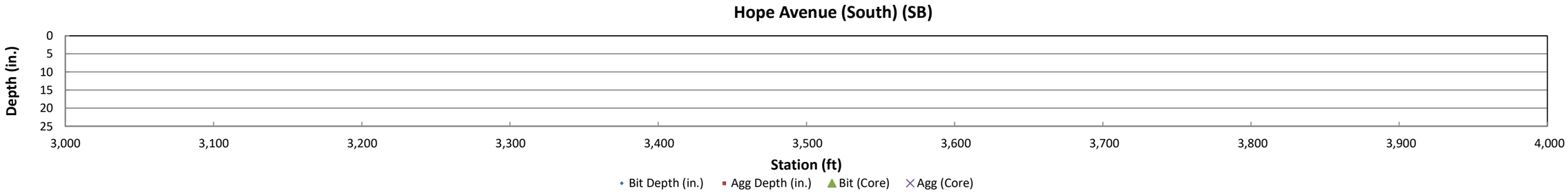
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







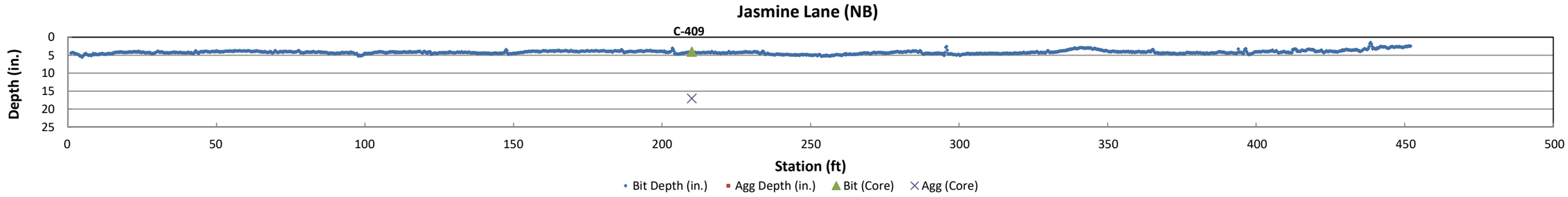


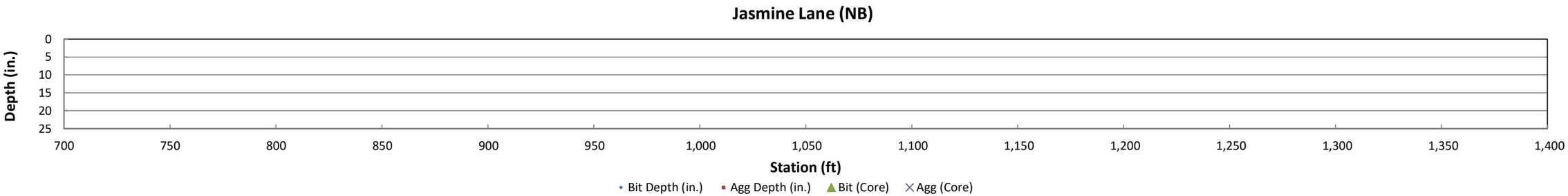
GPR Results: Jasmine Lane - Cul-de-sac to Trellis Street

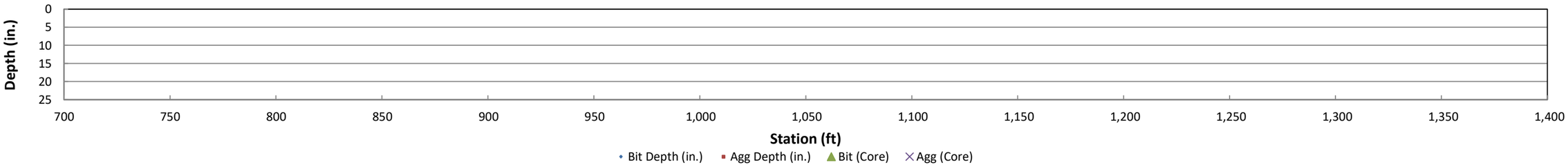
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Jasmine Lane**
From	**Cul-de-sac**
To	**Trellis Street**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on



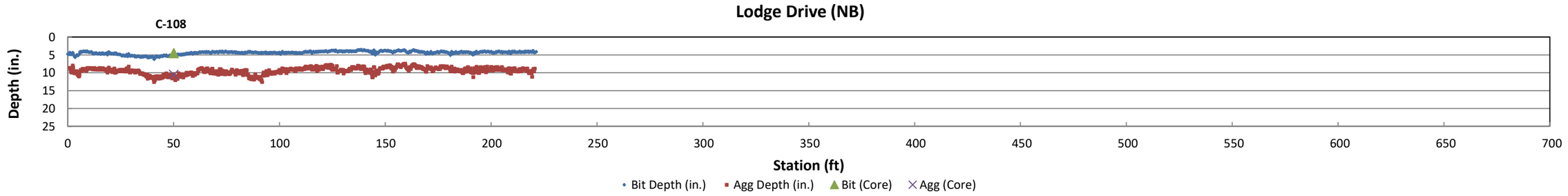


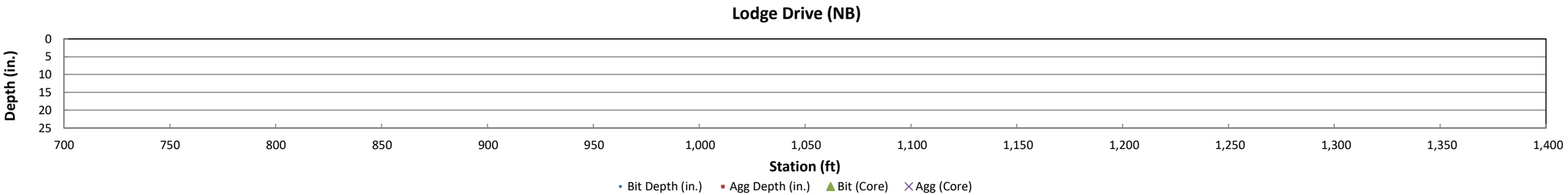


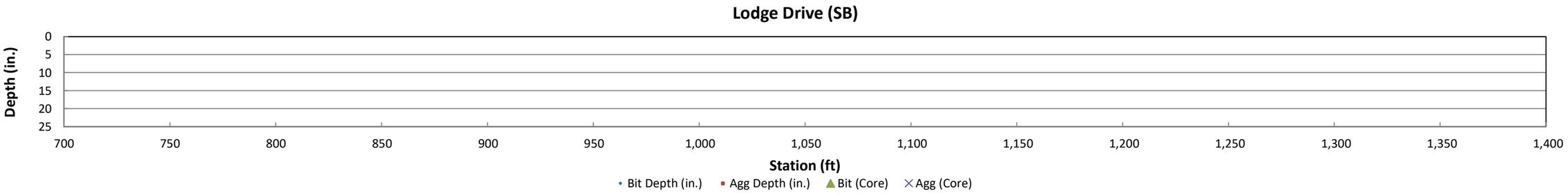
GPR Results: Lodge Drive - Cul-de-sac to Heritage Trail

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Lodge Drive**
From	**Cul-de-sac**
To	**Heritage Trail**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed







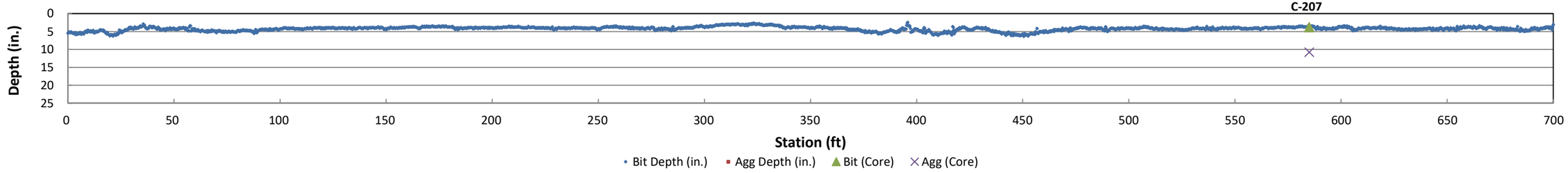
GPR Results: Mill Street - Water Street to 2nd Street East

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Mill Street**
From	**Water Street**
To	**2nd Street East**

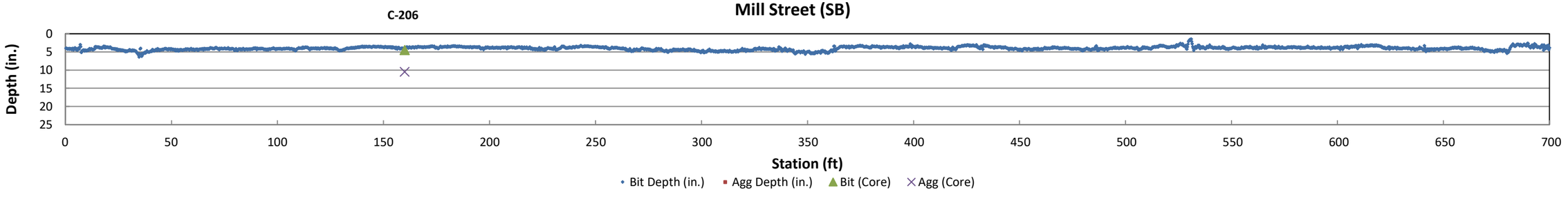
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

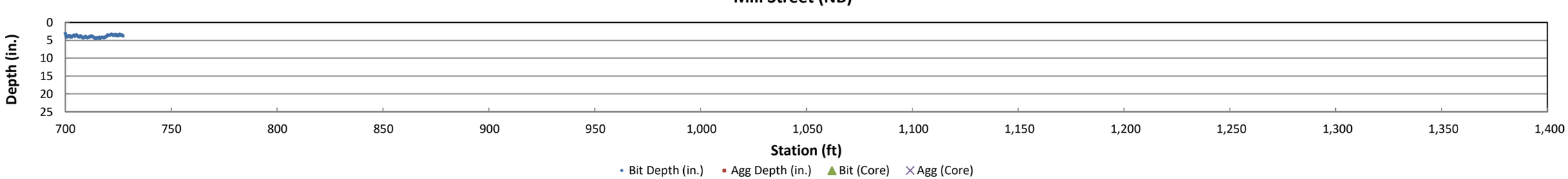
Mill Street (NB)



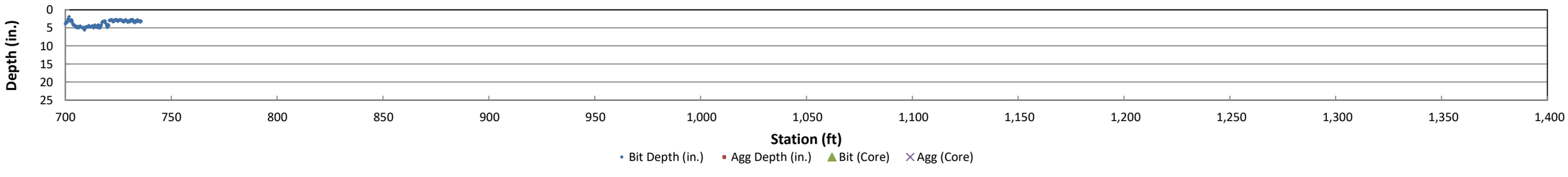
Mill Street (SB)



Mill Street (NB)



Mill Street (SB)

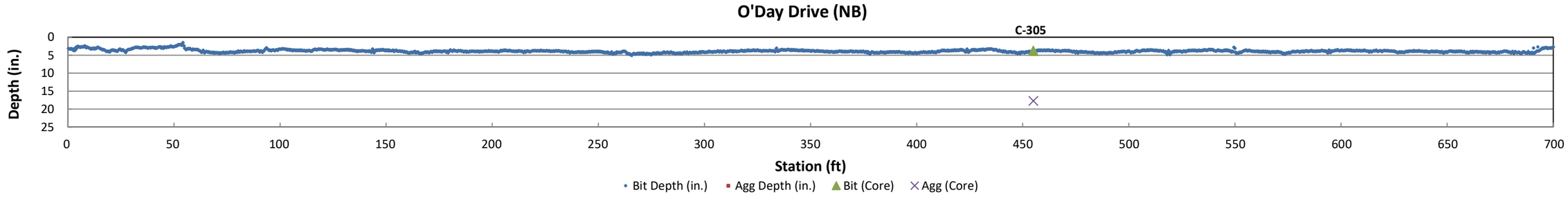


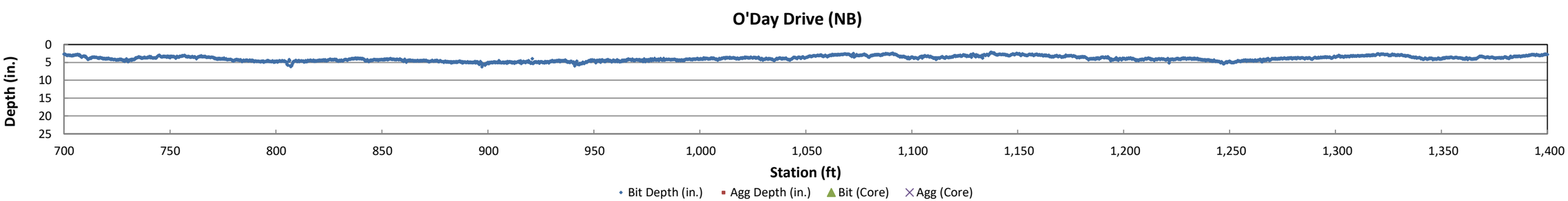
GPR Results: O'Day Drive - Cul-de-sac to Sawmill Road

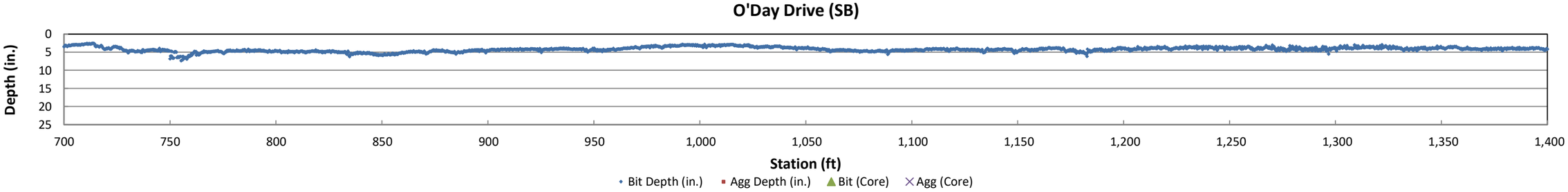
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**O'Day Drive**
From	**Cul-de-sac**
To	**Sawmill Road**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on





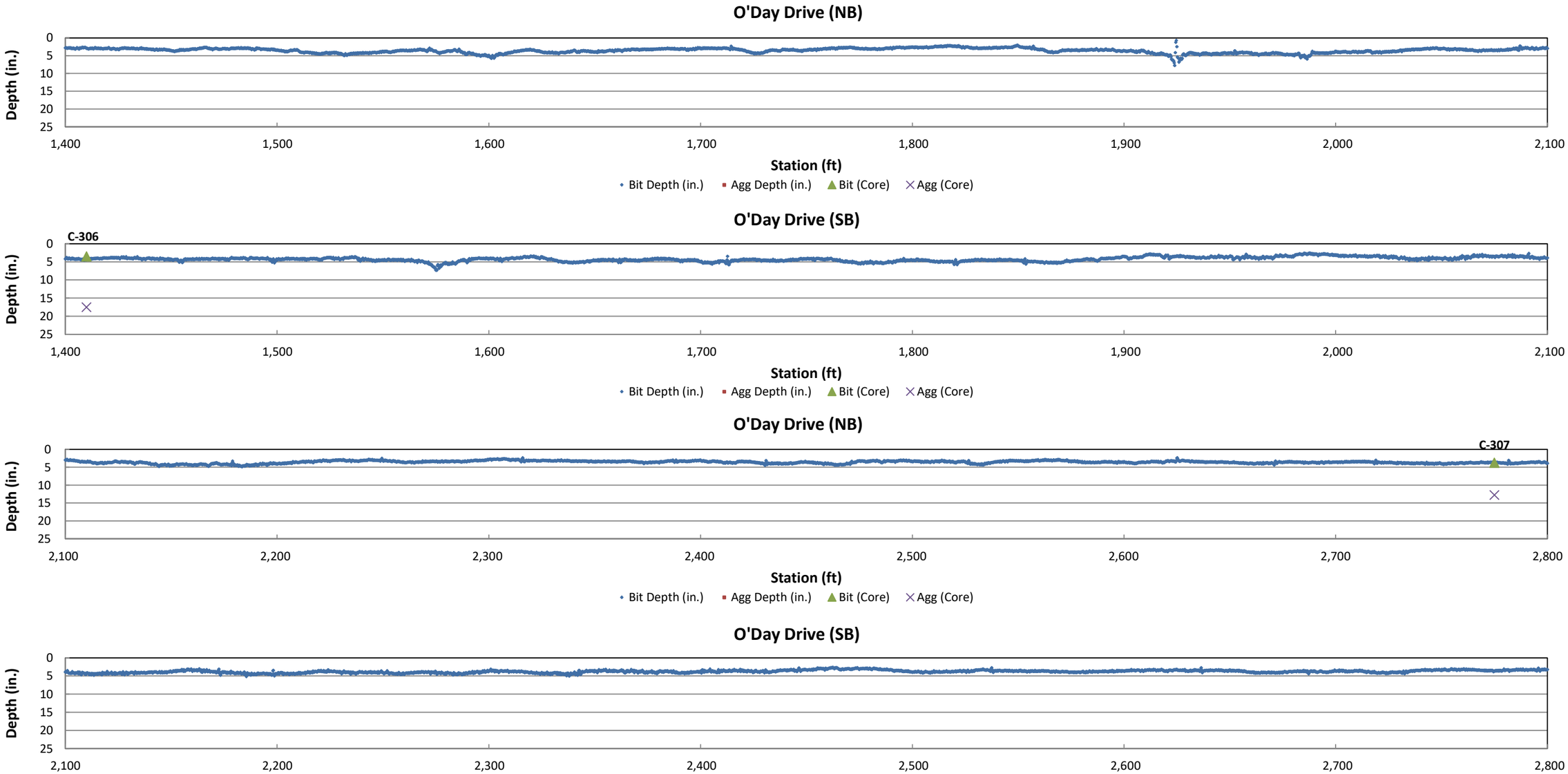


GPR Results: O'Day Drive - Cul-de-sac to Sawmill Road

Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway O'Day Drive
From Cul-de-sac
To Sawmill Road

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

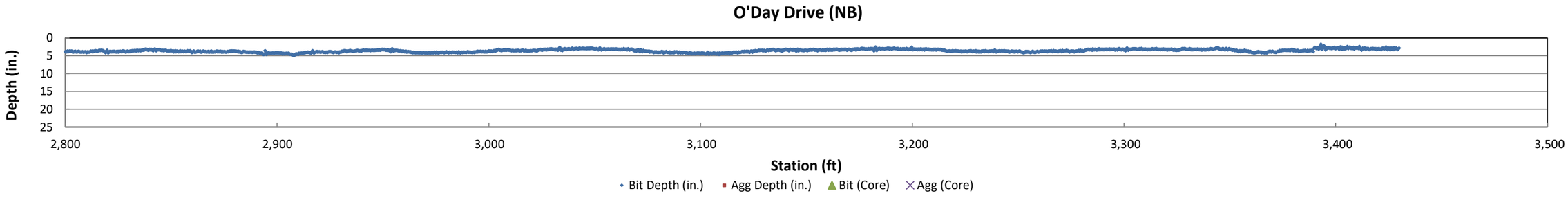


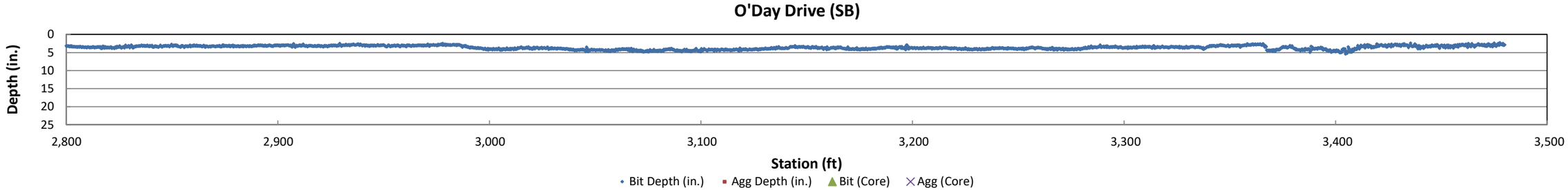
GPR Results: O'Day Drive - Cul-de-sac to Sawmill Road

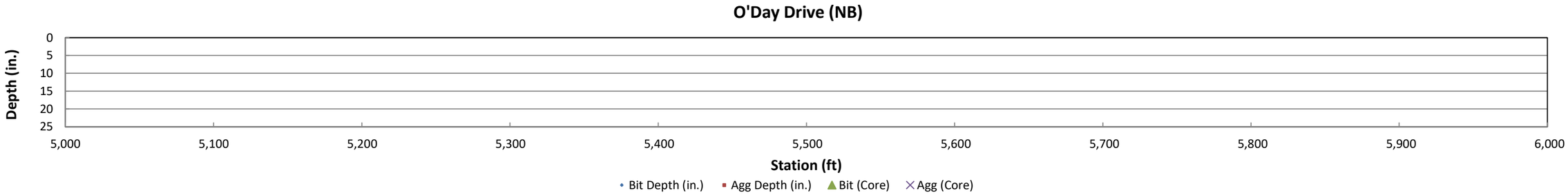
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**O'Day Drive**
From	**Cul-de-sac**
To	**Sawmill Road**

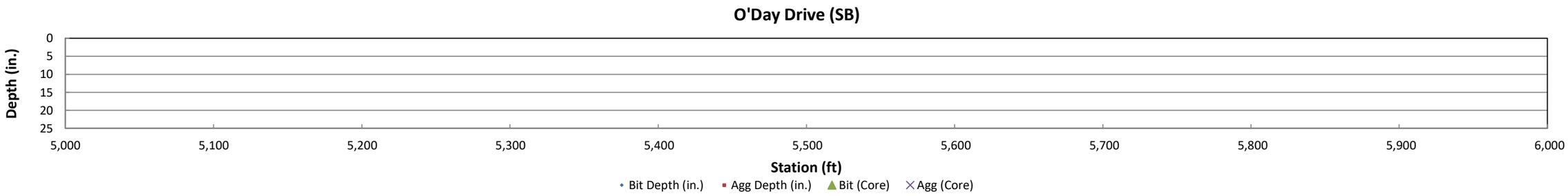
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









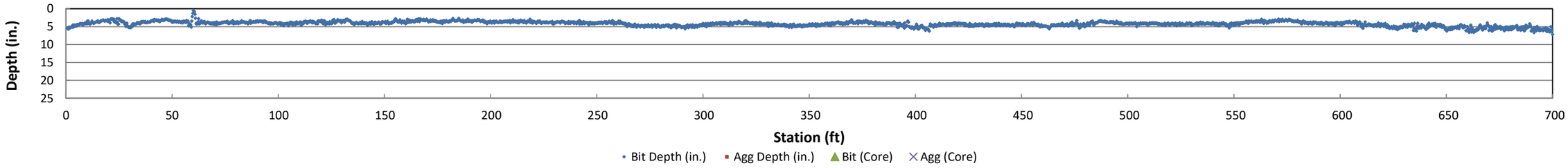
GPR Results: Park Drive - Hillside Drive to Sunset Drive

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Park Drive**
From	**Hillside Drive**
To	**Sunset Drive**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

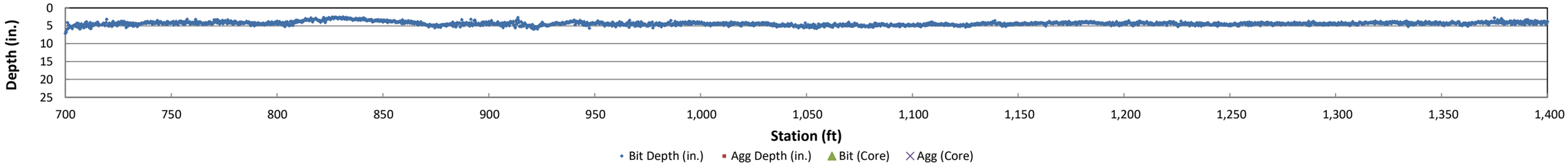
BRAUN INTERTEC
the science you build on

Park Drive (NB)

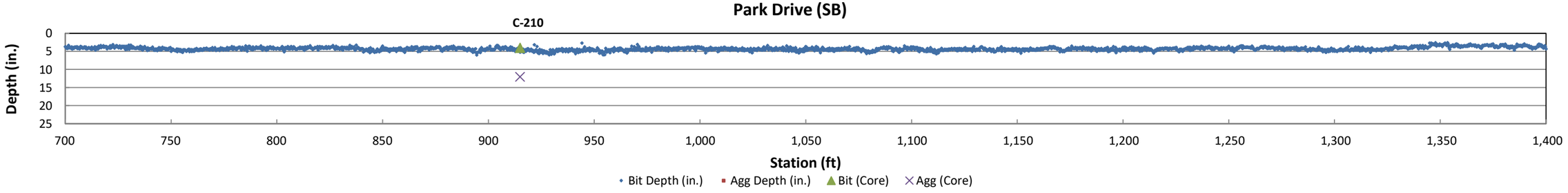


Park Drive (SB)

Park Drive (NB)



Park Drive (SB)

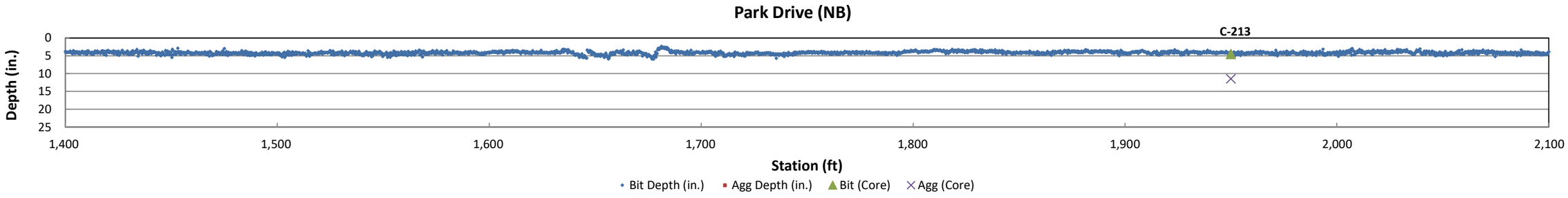


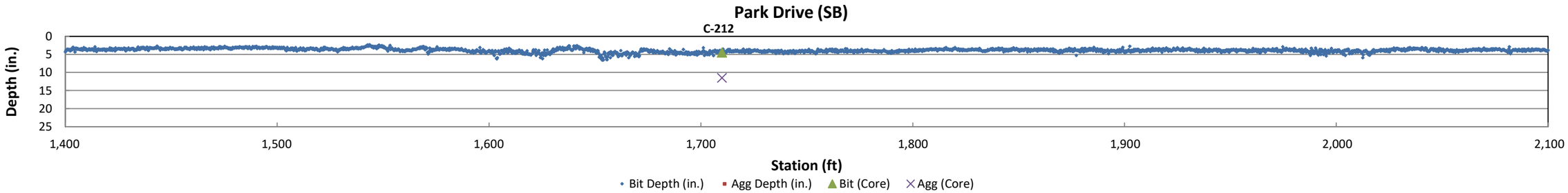
GPR Results: Park Drive - Hillside Drive to Sunset Drive

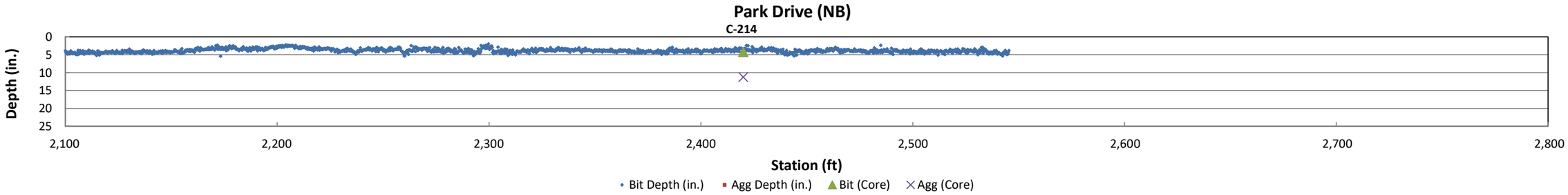
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Park Drive**
From	**Hillside Drive**
To	**Sunset Drive**

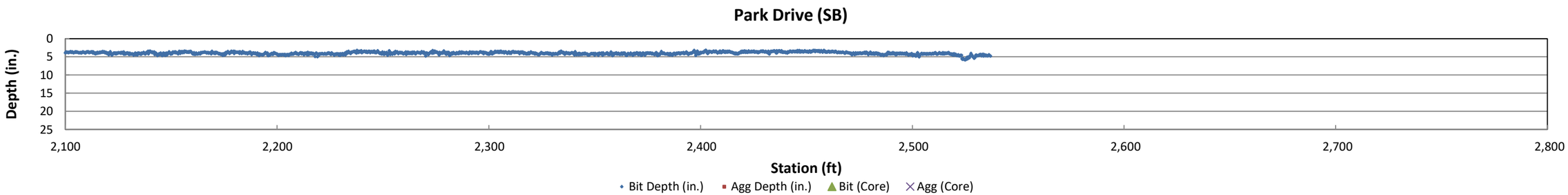
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







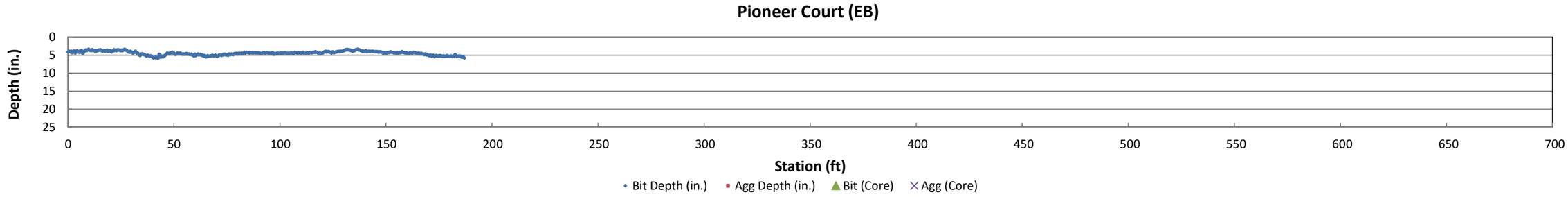


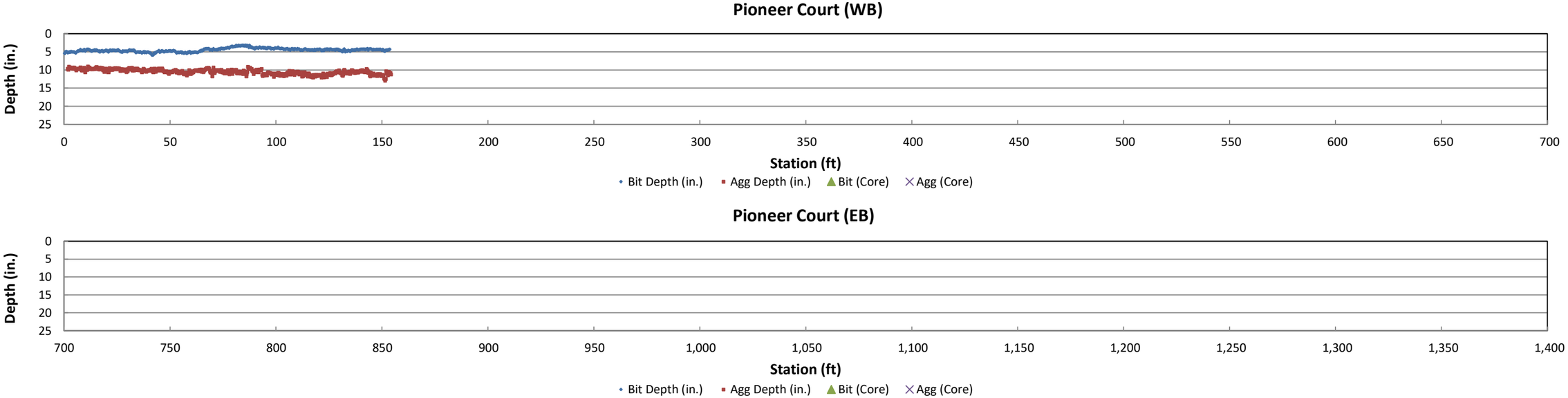
GPR Results: Pioneer Court - Lodge Drive to Cul-de-sac

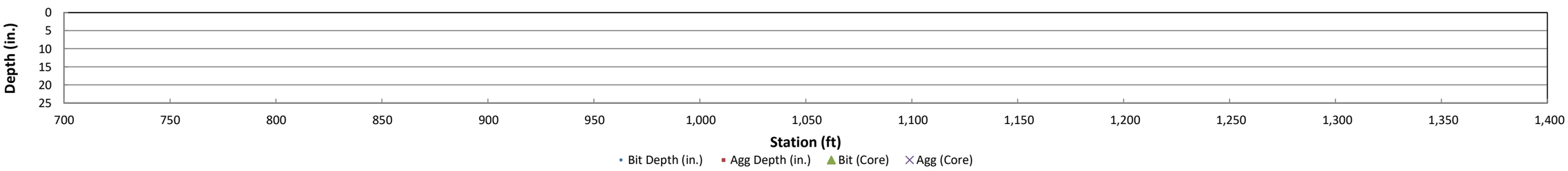
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Pioneer Court**
From	**Lodge Drive**
To	**Cul-de-sac**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on





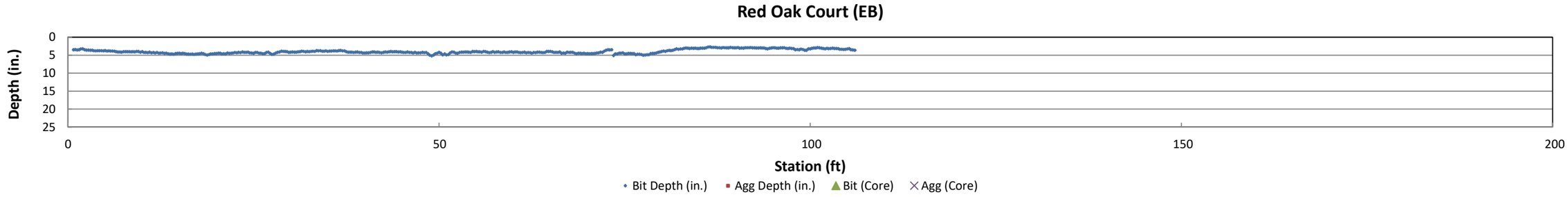


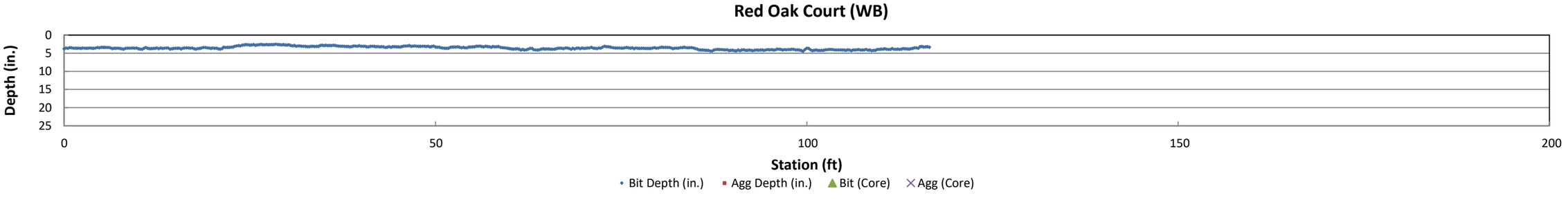
GPR Results: Red Oak Court - Cul-de-sac to O'Day Drive

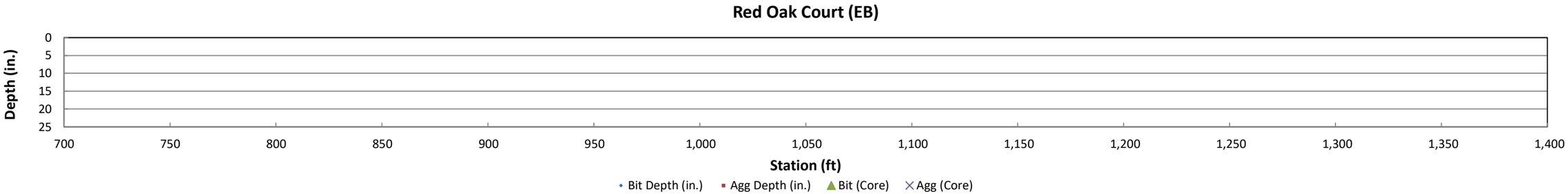
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Red Oak Court
From Cul-de-sac
To O'Day Drive

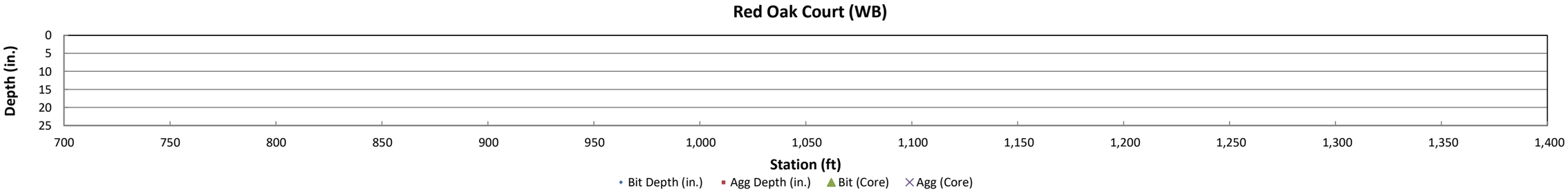
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









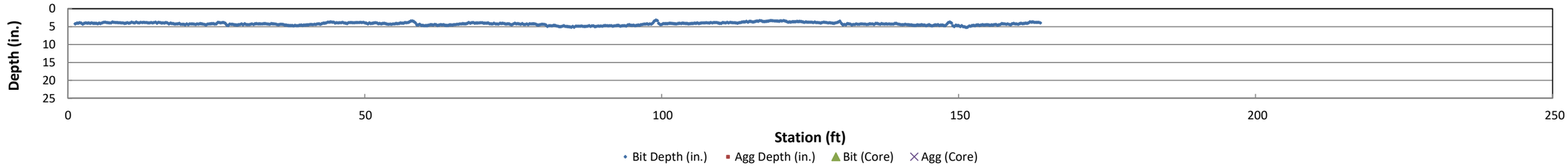
GPR Results: Rose Court - Cul-de-sac to Trellis Street

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Rose Court**
From	**Cul-de-sac**
To	**Trellis Street**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

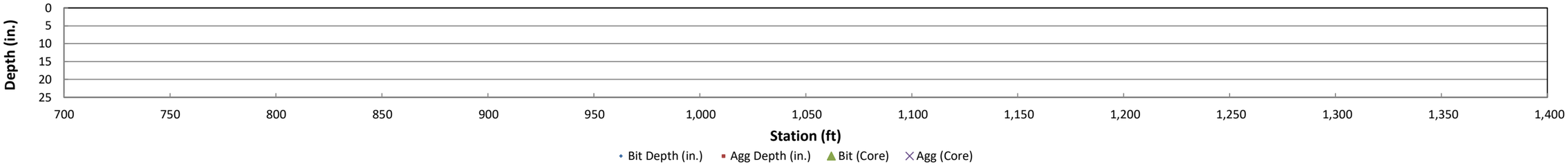
BRAUN INTERTEC
the science you build on

Rose Court (NB)

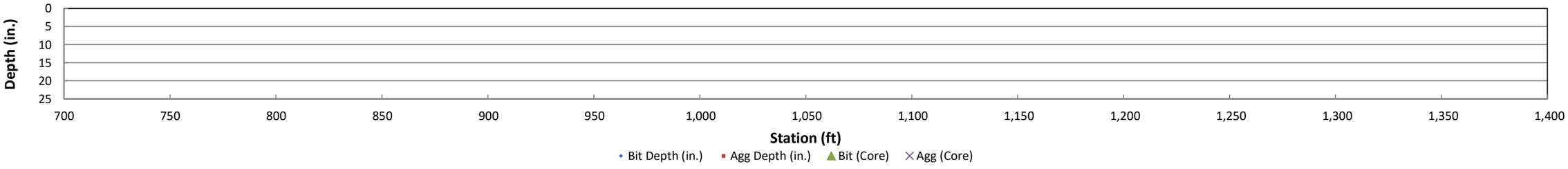


Rose Court (SB)

Rose Court (NB)



Rose Court (SB)



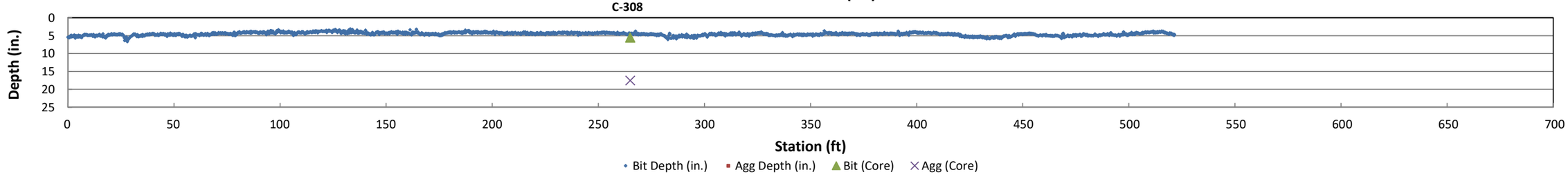
GPR Results: Sawmill Road - Helena Blvd to O'Day Drive

Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Sawmill Road
From Helena Blvd
To O'Day Drive

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

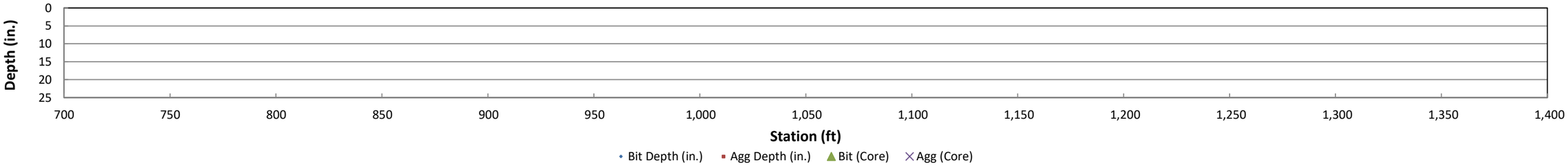
BRAUN INTERTEC
the science you build on

Sawmill Road (EB)

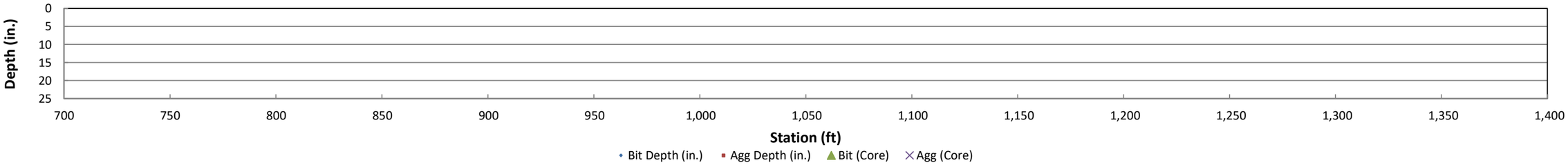


Sawmill Road (WB)

Sawmill Road (EB)



Sawmill Road (WB)



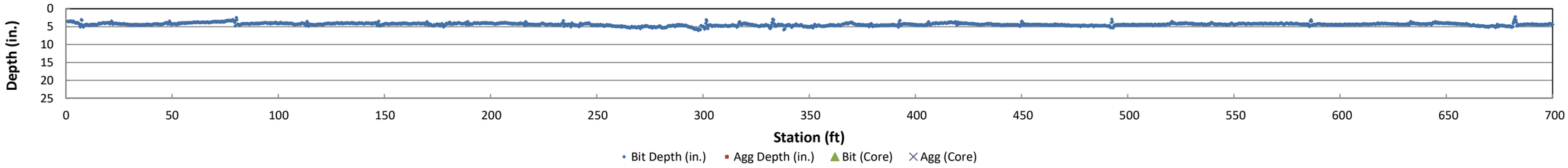
GPR Results: Trellis Street - Bridle Creek Drive to Cul-de-sac

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Trellis Street**
From	**Bridle Creek Drive**
To	**Cul-de-sac**

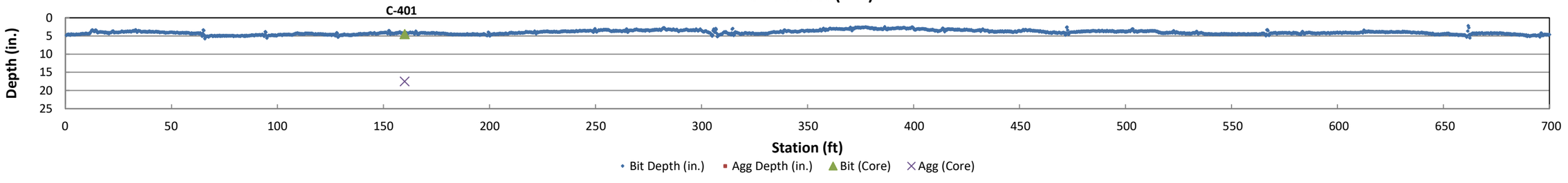
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

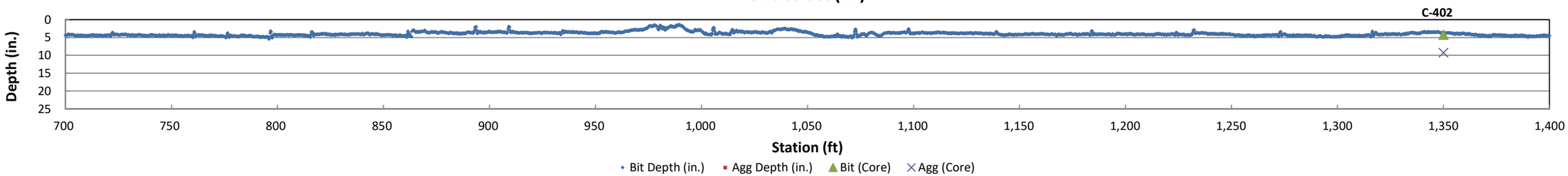
Trellis Street (EB)



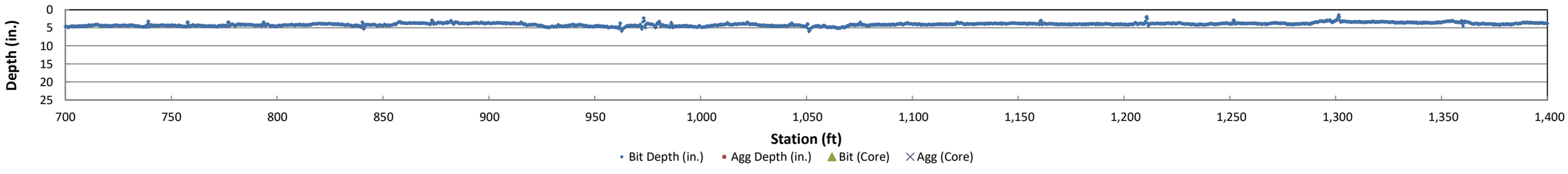
Trellis Street (WB)



Trellis Street (EB)



Trellis Street (WB)

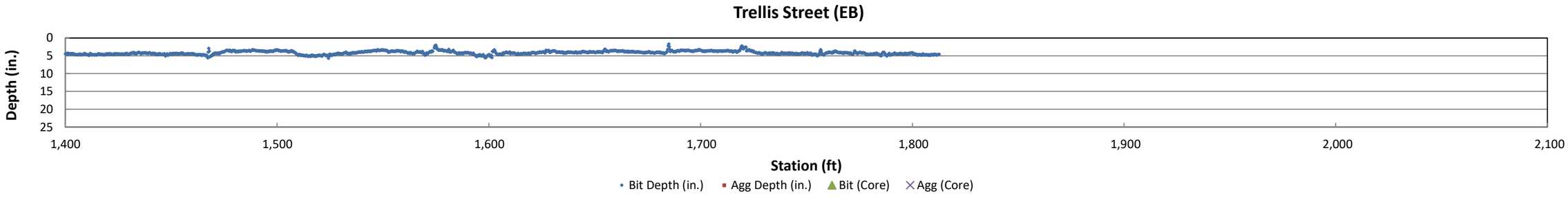


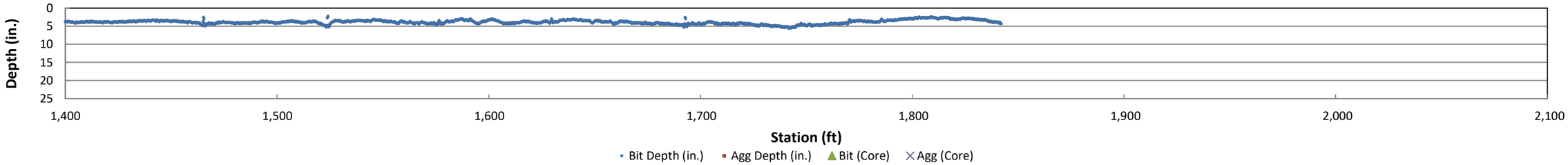
GPR Results: Trellis Street - Bridle Creek Drive to Cul-de-sac

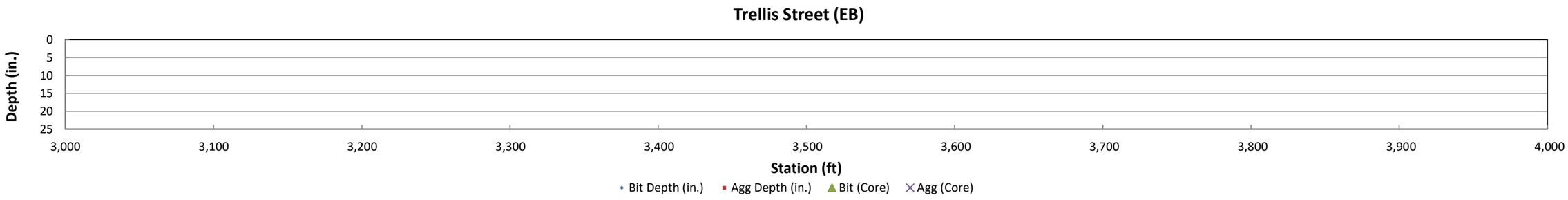
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Trellis Street**
From	**Bridle Creek Drive**
To	**Cul-de-sac**

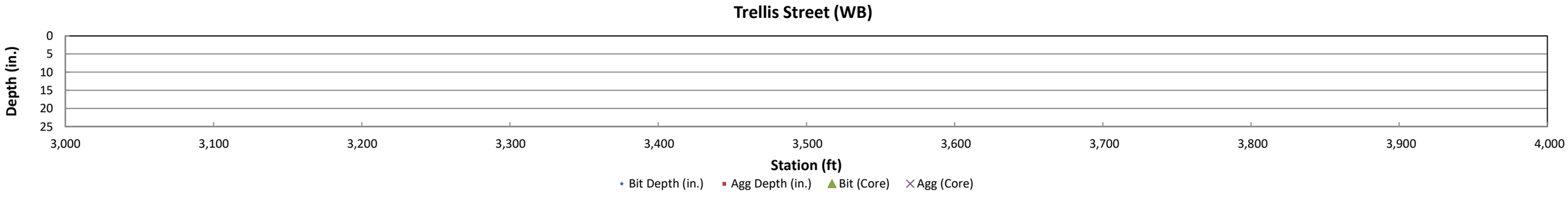
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on









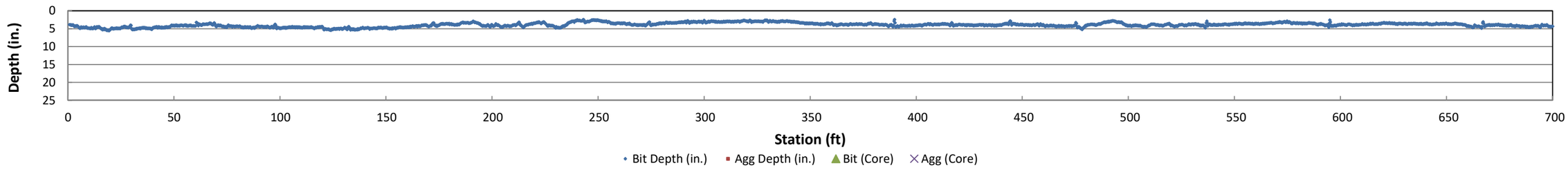
GPR Results: Vine Street/Vine Circle - Cu-de-sac to Hope Avenue

Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Vine Street/Vine Circle**
From	**Cu-de-sac**
To	**Hope Avenue**

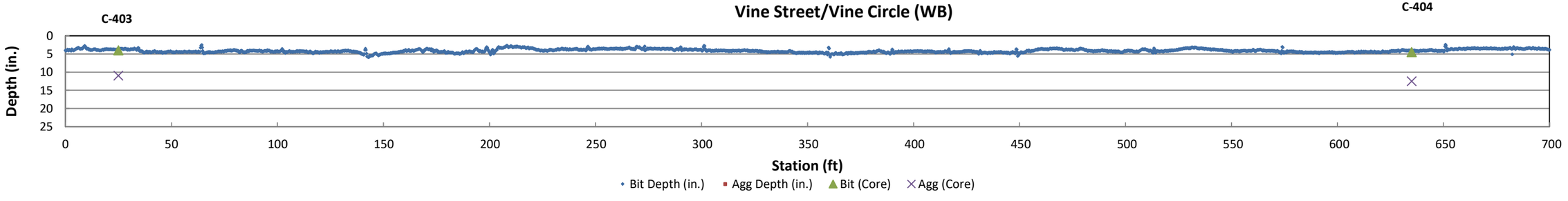
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on

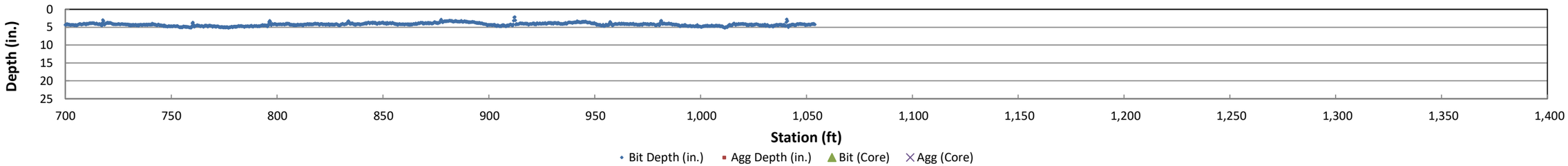
Vine Street/Vine Circle (EB)



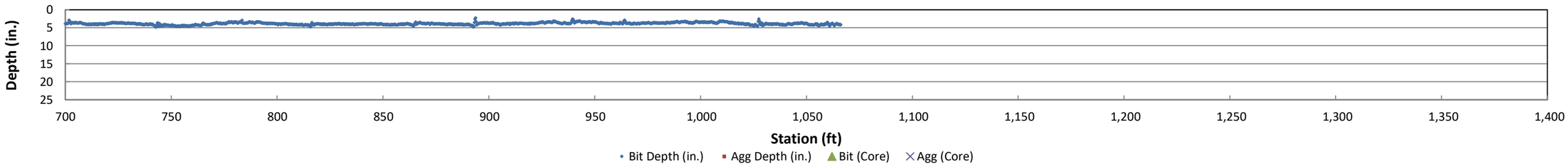
Vine Street/Vine Circle (WB)



Vine Street/Vine Circle (EB)



Vine Street/Vine Circle (WB)

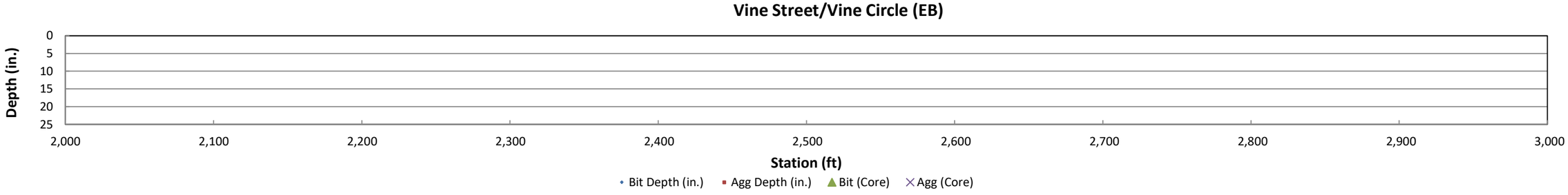


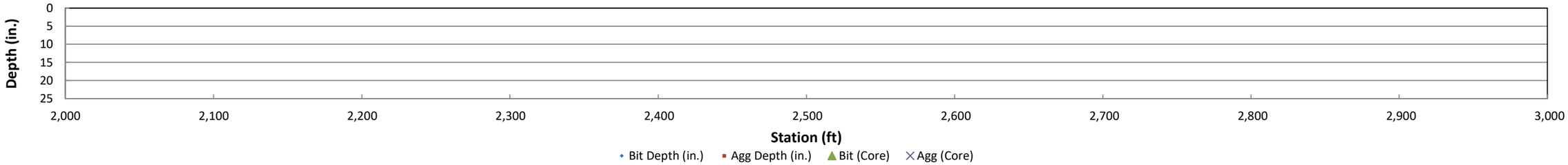
GPR Results: Vine Street/Vine Circle - Cu-de-sac to Hope Avenue

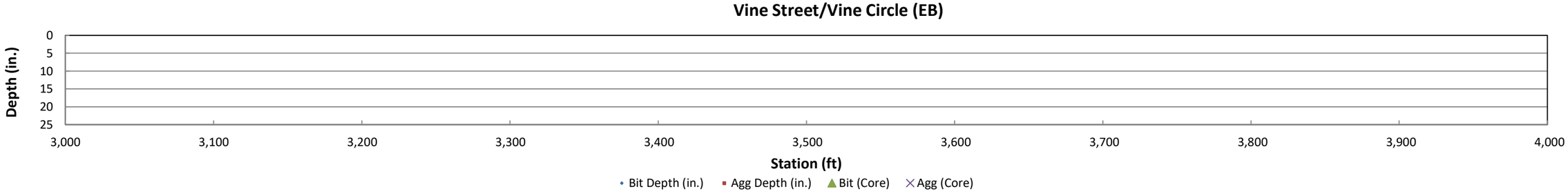
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Vine Street/Vine Circle
From Cu-de-sac
To Hope Avenue

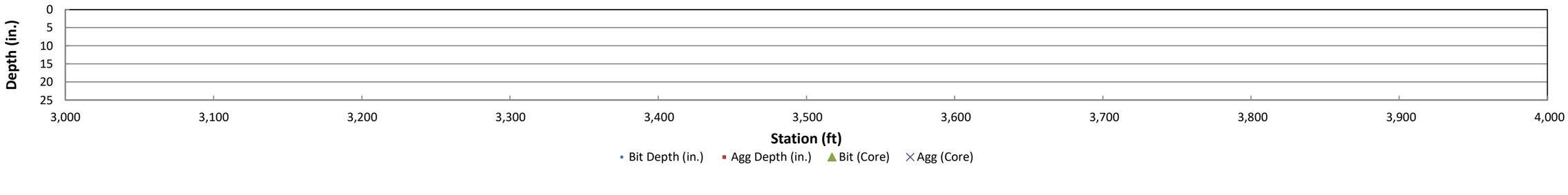
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







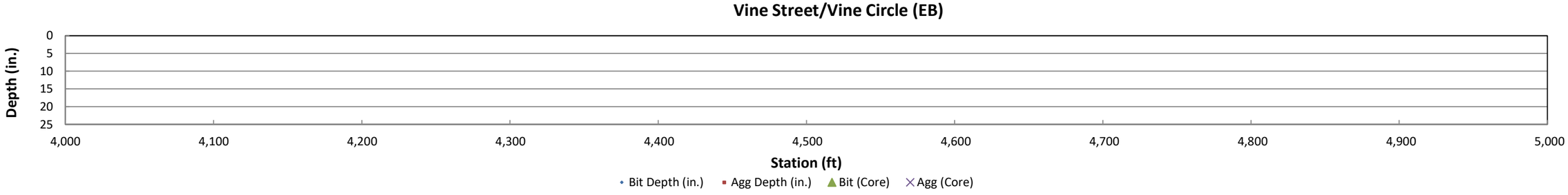


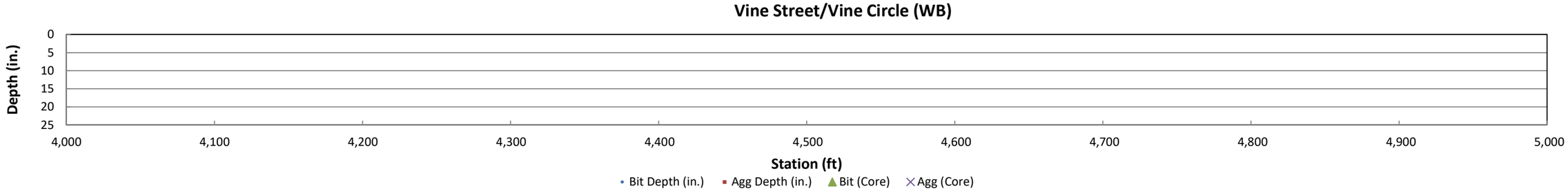
GPR Results: Vine Street/Vine Circle - Cu-de-sac to Hope Avenue

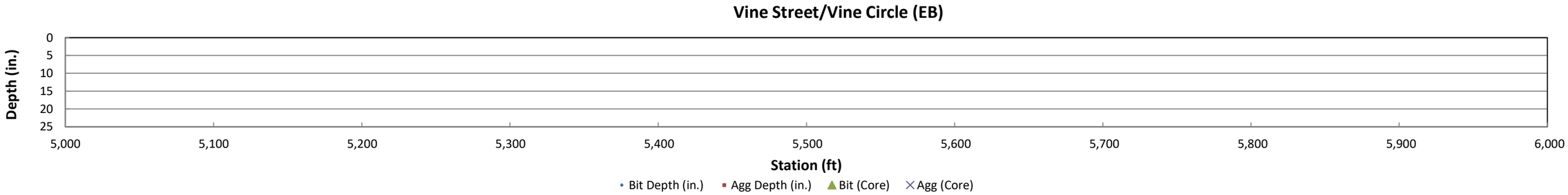
Location City of Jordan 2026 Infrastructure Improvements
Project No. B2509291
Roadway Vine Street/Vine Circle
From Cu-de-sac
To Hope Avenue

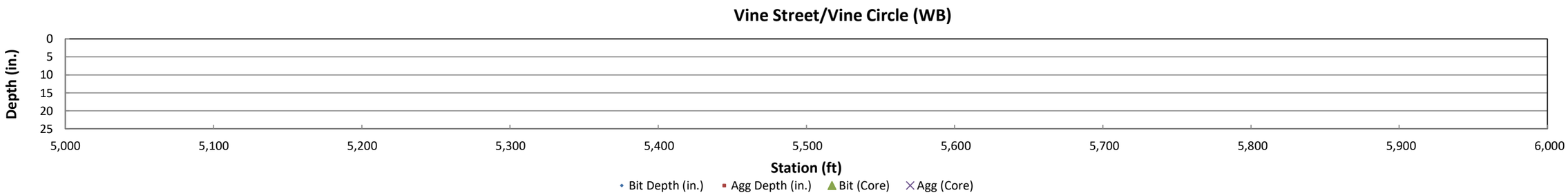
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







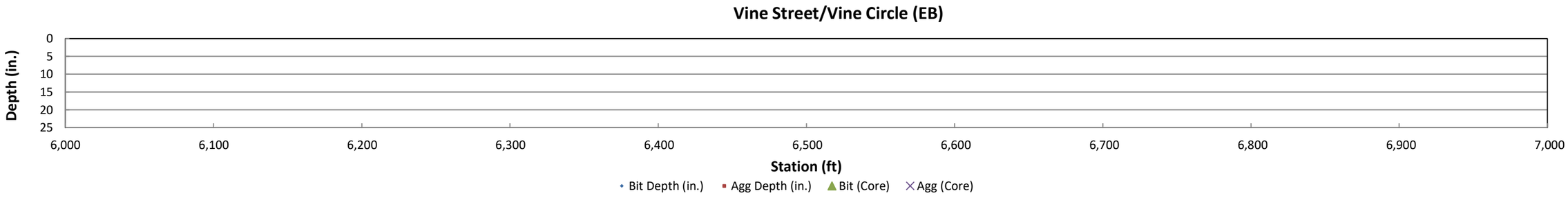


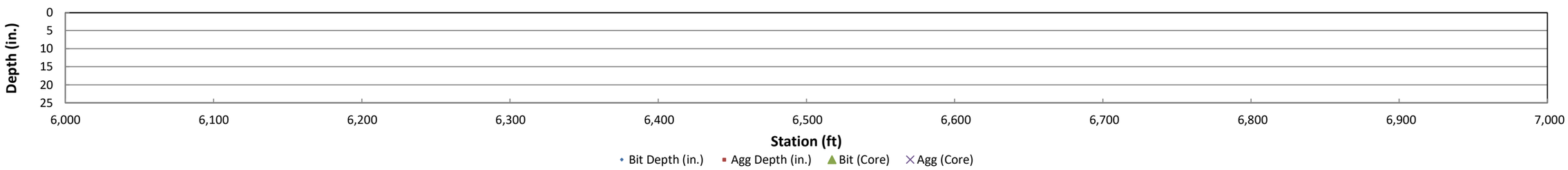
GPR Results: Vine Street/Vine Circle - Cu-de-sac to Hope Avenue

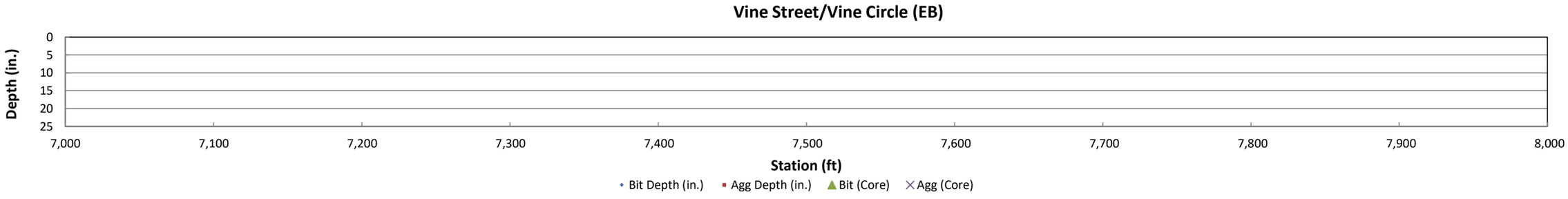
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Vine Street/Vine Circle**
From	**Cu-de-sac**
To	**Hope Avenue**

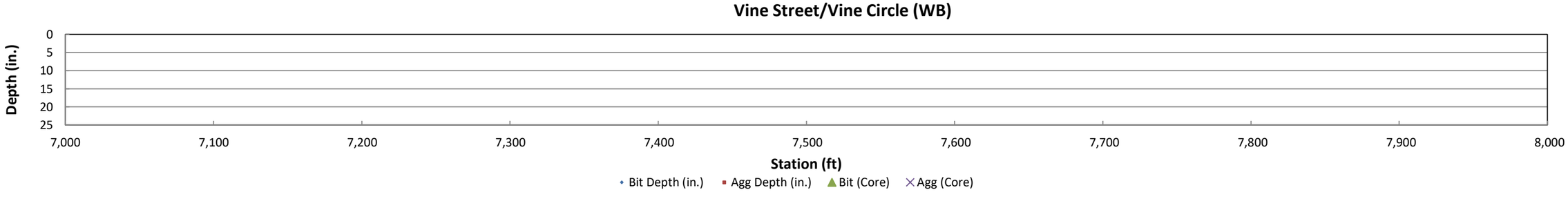
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







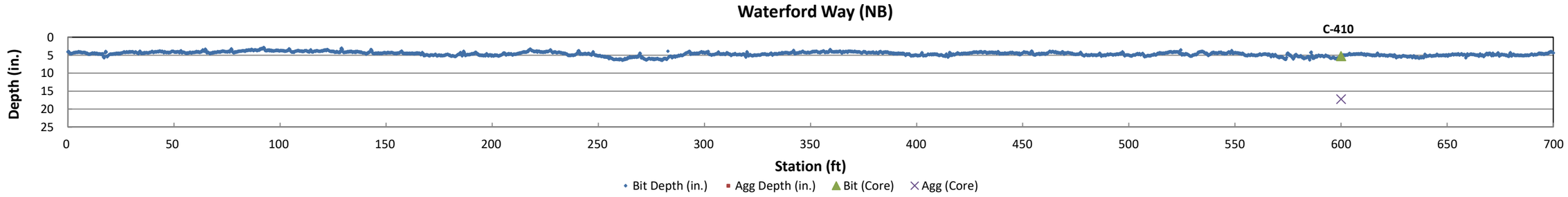


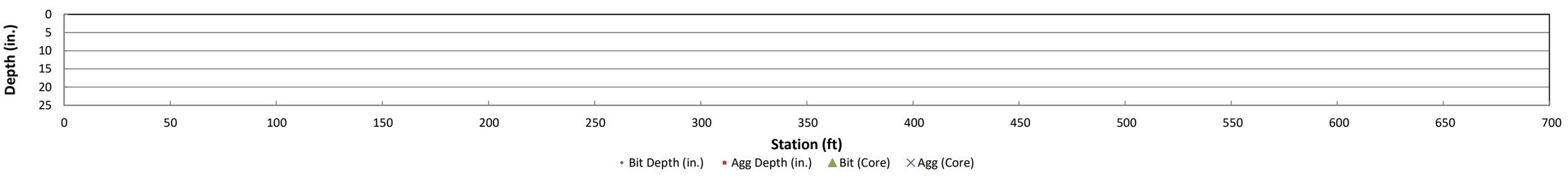
GPR Results: Waterford Way - Hope Ave (South End) to Hope Ave (North End)

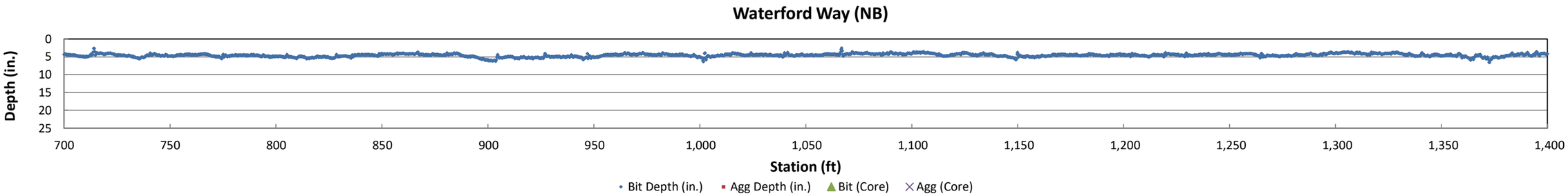
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Waterford Way**
From	**Hope Ave (South End)**
To	**Hope Ave (North End)**

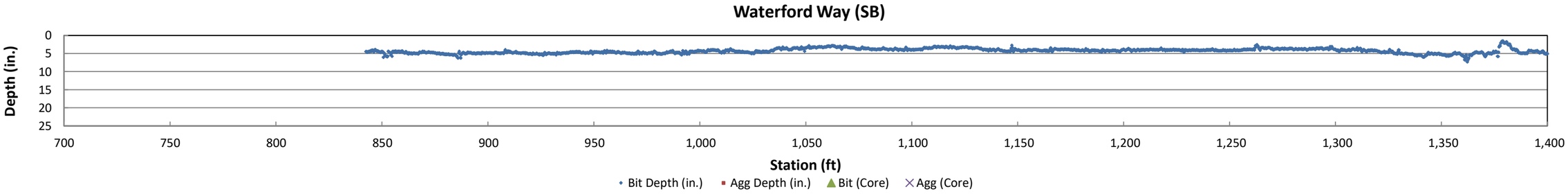
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







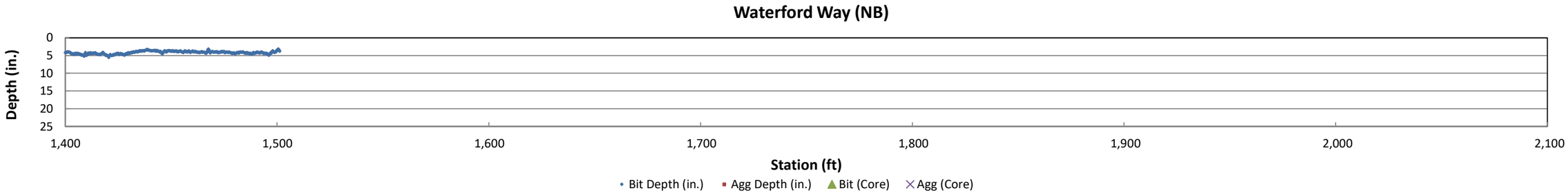


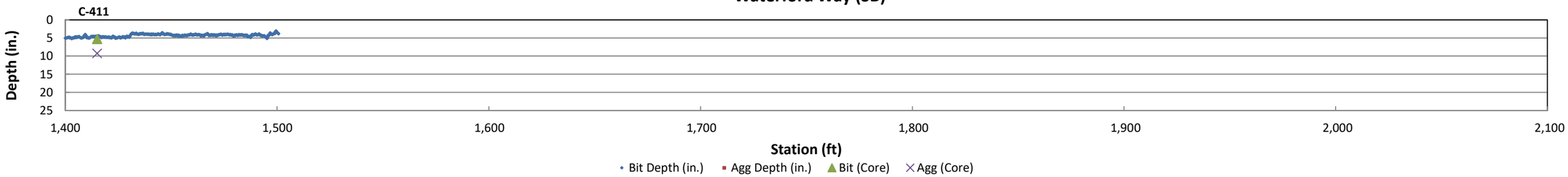
GPR Results: Waterford Way - Hope Ave (South End) to Hope Ave (North End)

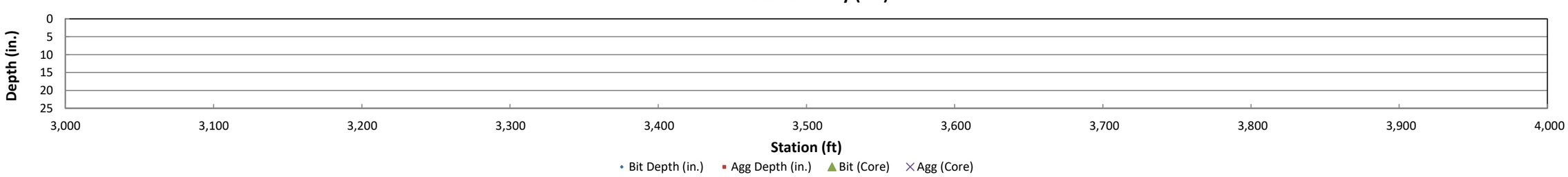
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Waterford Way**
From	**Hope Ave (South End)**
To	**Hope Ave (North End)**

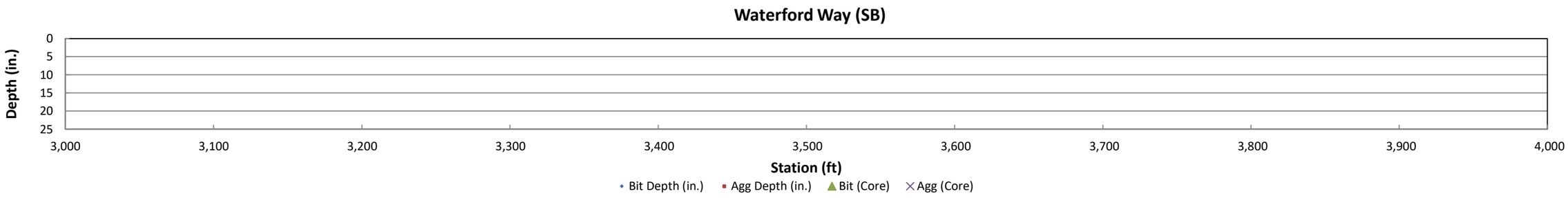
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







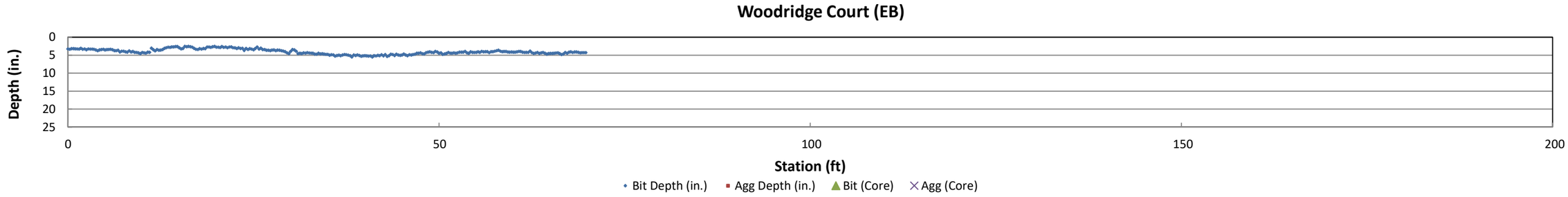


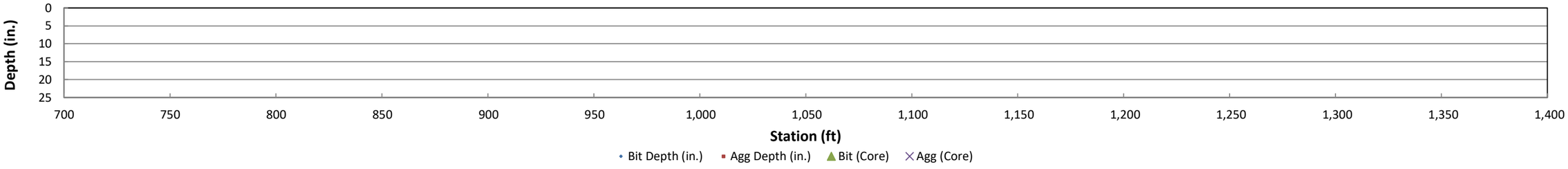
GPR Results: Woodridge Court - O'Day Drive to Cul-de-sac

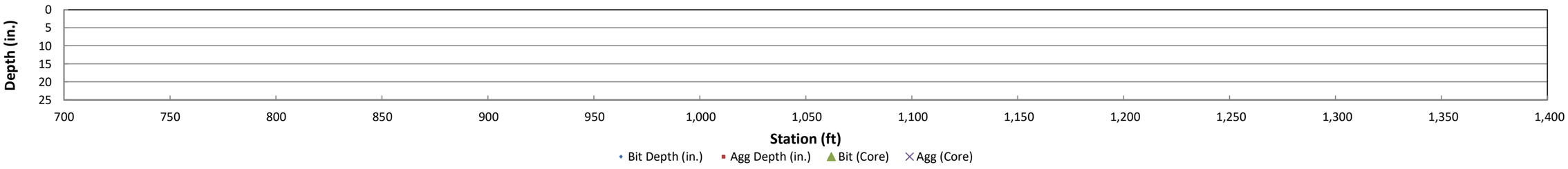
Location	**City of Jordan 2026 Infrastructure Improvements**
Project No.	**B2509291**
Roadway	**Woodridge Court**
From	**O'Day Drive**
To	**Cul-de-sac**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

BRAUN INTERTEC
the science you build on







DEPARTMENT OF TRANSPORTATION

Created 1/5/2026

MnPAVE 7.106 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE B2509291 - Lincoln Ave.mp7

20-yr Reliability: fatigue **100%** rutting **100%** (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Scott **City:** Jordan

Project No.: B2509291 **Route:** Lincoln Ave **Ref. Post:** TH 21 to Broadway Standpipe

Letting Date: 1/5/2026

Designer: Bolton & Menk, Inc. **Soils Engineer:** Braun Intertec

Climate Information

Seasons: 5 **Location:** 44° 42.06' Latitude, 93° 30.2' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	2.00
1b		C - PG58H-34, 5% Pb, Size B	2.00
2	Aggregate Base	FDR	8.00
3	Engineered Soil	LSa R40	10.00
4	Undisturbed Soil	Loamy Sand	

Traffic Information

Forecast #:

Speed: 25 mph **Growth Rate:** 1.5% **Design Flexible ESALs:** 200,000

Notes

DEPARTMENT OF TRANSPORTATION

Created 1/7/2026

MnPAVE 7.106 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE B2509291 - Hope Ave and Hillside.mp7

20-yr Reliability: fatigue **100%** rutting **100%** (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Scott **City:** Jordan

Project No.: B2509291 **Route:** Hope Ave **Ref. Post:** Old Hwy 169 Blvd to Hillside Dr

Letting Date: 1/5/2026

Designer: Bolton & Menk, Inc. **Soils Engineer:** Braun Intertec

Climate Information

Seasons: 5 **Location:** 44° 42.06' Latitude, 93° 30.2' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	2.00
1b		C - PG58H-34, 5% Pb, Size B	2.00
2	Aggregate Base	FDR	8.00
3	Engineered Soil	LSa R20	10.00
4	Undisturbed Soil	Loamy Sand	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 1.5% **Design Flexible ESALs:** 250,000

Notes