



## GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE GOVERNED BY THE \_\_\_\_\_ DATED \_\_\_\_\_, ISSUED BY THE MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS EXCEPT AS AMENDED BY THE SPECIAL PROVISIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING \_\_\_\_\_ PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
3. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTION TO PROTECT ALL WALKS, GRADING, SIDEWALKS AND FEATURES OUTSIDE THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE ENGINEER ANY SUCH OR OTHER DAMAGE SO CAUSED.

## SIGNING AND PAVEMENT MARKINGS

4. ALL STRIPING AND SIGN WORK SHALL MEET ALL APPLICABLE \_\_\_\_\_ STANDARDS AND SPECIFICATIONS AND 2009 MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) REQUIREMENTS.
5. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
6. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE ERADICATED BY A METHOD APPROVED BY \_\_\_\_\_.
7. FIRE HYDRANTS - NOT ALL FIRE HYDRANTS HAVE BEEN LOCATED FOR THIS STRIPING PLAN. FIELD VERIFY FIRE HYDRANT LOCATIONS AND STRIPE NO PARKING ZONE FOR 10 FEET ON EITHER SIDE OF FIRE HYDRANT. IF HYDRANT IS LOCATED WITHIN 40 FEET OF A CROSSWALK ON APPROACH SIDE, EXTEND NO PARKING ZONE STRIPING TO 10 FEET BEYOND FIRE HYDRANT. FOR DEPARTURE SIDE OF ROAD, IF HYDRANT IS LOCATED WITHIN 20 FEET OF CROSSWALK, EXTEND NO PARKING ZONE STRIPING TO 10 FEET BEYOND FIRE HYDRANT. SEE TYPICAL LANE STRIPING DETAIL ON THE STRIPING DETAILS SHEET FOR TYPICAL FIRE HYDRANT TREATMENT.
8. DRIVEWAYS - NOT ALL DRIVEWAYS HAVE BEEN LOCATED FOR THIS STRIPING PLAN. FIELD VERIFY DRIVEWAY LOCATIONS BEFORE APPLYING STRIPING.
9. ALL SIGNS SHALL BE HIGH INTENSITY SHEETING MEETING THE REQUIREMENTS OF AASHTO M268.
10. PROPOSED SIGNS SHALL BE INSTALLED SO THAT NO PORTION OF THE SIGN PANEL OVERHANGS ADJACENT ROADWAY PAVEMENT, I.E. SHALL NOT HANG IN FRONT OF A FACE OF CURB.
11. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND ANY ADJACENT FACE OF CURB. IF LOCATED IN OR ADJACENT TO SIDEWALKS, A 32" MINIMUM CLEAR AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS SHALL BE MAINTAINED.
12. PROPOSED SIGNS AT NEW LOCATIONS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY EXISTING SIGNS OR SIGNALS.
13. PROPOSED SIGNS AND POSTS SHALL BE CLEAR OF EXISTING FIRE HYDRANTS, SURFACE UTILITY, AND OVERHEAD UTILITY EQUIPMENT A MINIMUM OF 10 FEET.
14. FOR NEW POST INSTALLATION, THE CONTRACTOR SHALL VERIFY THAT THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES.
15. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL OR UTILITY POLES SHALL BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES SHALL NOT BE DRILLED DIRECTLY. THE CONTRACTOR SHALL SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.

18. IF SIGN INSTALLATION IS SHOWN ON A POLE THAT IS NOT OWNED BY THE CITY, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER (UTILITY COMPANY OR PROPERTY OWNER). THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED PERMISSION.

## MAINTENANCE OF TRAFFIC

20. MUTCD, \_\_\_\_\_ TEMPORARY TRAFFIC CONTROL MANUAL AND \_\_\_\_\_ STANDARD DETAILS AND PROCEDURES FOR MAINTENANCE OF TRAFFIC SHALL BE USED FOR INSTALLATION OF SIGNS AND PAVEMENT MARKINGS INCLUDING \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_ TCP GENERAL NOTES, AND \_\_\_\_\_ WORK ZONE CHANNELIZING DEVICES.
21. ALL EXISTING RESIDENTIAL AND COMMERCIAL DRIVEWAYS AND PUBLIC ALLEY ENTRANCES SHALL REMAIN OPEN AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
22. FOR LOCATIONS WHERE THE WORK WILL BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH \_\_\_\_\_ AND MUTCD REQUIREMENTS FOR SHORT-TERM STATIONARY WORK AND MOBILE WORK. SEE STANDARD DETAILS REFERENCED BELOW.
23. TEMPORARY "MOBILE" LANE CLOSURES UTILIZING VEHICLES WITH WARNING LIGHTS AND SIGNS PER MUTCD WILL BE ALLOWED FOR LANE CLOSURES WHERE THE WORK WILL BE COMPLETED WITHIN ONE WORKING DAY. FOR LOCATIONS WHERE THE WORK WILL NOT BE COMPLETE WITHIN ONE WORKING DAY OR OCCUR AT NIGHT, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH \_\_\_\_\_ AND MUTCD REQUIREMENTS FOR INTERMEDIATE-TERM STATIONARY WORK. SEE STANDARD DETAILS REFERENCED BELOW.
24. MAINTENANCE OF TRAFFIC WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAILS:
  - A. PAVEMENT MARKING WORK INSTALLED AS A MOBILE OPERATION. REFER TO MUTCD TYPICAL APPLICATION 17 AND 35.
  - B. SIGNING WORK INSTALLED WITH PARKING/SHOULDER AND SIDEWALK CLOSURES. REFER TO MUTCD TYPICAL APPLICATION 3, 4 AND 6 FOR SHOULDER CLOSURES. REFER TO \_\_\_\_\_ STANDARDS BELOW FOR PARKING AND SIDEWALK CLOSURES.
  - C. FOR WORK REQUIRING ONLY INTERMITTENT STREET CLOSURE A FLAGGING OPERATION WILL BE REQUIRED. REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_ AND MUTCD TYPICAL APPLICATION 13.
  - D. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND PARKING LANE CLOSURE, REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_.
  - E. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND TRAVEL LANE, PARKING LANE AND SIDEWALK CLOSURE REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_.
  - F. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND PARKING LANE AND SIDEWALK CLOSURE, REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_.
  - G. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND INTERIOR LANE CLOSURE, REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_.
  - H. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND PARTIAL INTERSECTION CLOSURES, REFER TO \_\_\_\_\_ STANDARD DRAWINGS \_\_\_\_\_.
  - I. FOR WORK REQUIRING EXTENDED CONSTRUCTION TIME AND RIGHT TURN LANE CLOSURE, REFER TO \_\_\_\_\_ STANDARD DRAWING \_\_\_\_\_.
25. THE PEDESTRIAN SIDEWALKS AND CROSSWALKS MUST REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
26. SIGNS SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF WORK AND REMOVED IMMEDIATELY AFTER COMPLETION OF ACTIVITIES.
27. FULL VIEW OF ADVANCE WARNING SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE.
28. THE CONTRACTOR SHALL OBTAIN A DCRA NOISE PERMIT FOR WEEKEND AND NIGHT-TIME WORK.
29. ALL AFFECTED TRAVEL LANES SHALL MAINTAIN A 10-FOOT MINIMUM WIDTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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.  SIGNED: _____  DATE: _____ LIC. NO. _____		<b>MINNEAPOLIS</b> DEPARTMENT OF PUBLIC WORKS  <b>TRAFFIC &amp; PARKING SERVICES</b>	GENERAL NOTES		HENNEPIN AVENUE SOUTH BIKEWAY	2 OF 17
			DRAWN: GG	DATE: 2/21/2014		
			CHECKED: SM	DATE: 3/10/2014		

## DETAIL OF PAVEMENT MARKINGS (IF SHOWN)

### ROADWAY

1. APPROACH LANE LINES TO A SIGNALIZED INTERSECTION - FOUR INCH WIDE, SOLID WHITE LINES. BEGIN AT STOP LINE AND CONTINUE FOR NINETY FEET UNLESS OTHERWISE NOTED.

### 2. BROKEN (DASH) LINES

- A. FOUR INCHES WIDE, TEN FEET LONG; SKIP SPACES THIRTY FEET LONG. THE LAST DASH LINE OF EACH BLOCK WILL VARY IN LENGTH. IF IT IS SHORTER THAN TEN FEET, CONNECT TO NEXT TO LAST DASH LINE.
- B. DASH LINES STOP ONE FOOT BEFORE CROSSWALK BACK EDGE LINE.

3. DOTTED LINES - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, TWO FEET LONG; SKIP SPACES FOUR FEET LONG. DOUBLE YELLOW LINE, FOUR INCHES WIDE, LOCATED FOUR INCHES APART; SKIP SPACES, FOUR FEET LONG.

4. ARROW OR TEXT MARKINGS - SPACED THIRTY-TWO FEET APART, UNLESS OTHERWISE NOTED. SPACED FIFTEEN FEET FROM CROSSWALK.

### BIKE LANES

- 1. ADJACENT TO PARKING LANE - SOLID WHITE LINE, 4 INCHES WIDE UNLESS OTHERWISE NOTED.
- 2. ADJACENT TO TRAVEL LANE - SOLID WHITE LINE, 6 INCHES WIDE UNLESS OTHERWISE NOTED.

### STOP LINES

1. ONE FOOT WIDE (UNLESS OTHERWISE NOTED), LOCATED SIX FEET BEFORE CROSSWALK.

### CROSSWALKS

2. PEDESTRIAN CROSSWALK - TEN FEET WIDE, UNLESS OTHERWISE NOTED.

- A. EDGE LINES - SOLID WHITE LINES, SIX INCHES WIDE.
- B. STRIPED CROSSWALKS - TWO FOOT WIDE WHITE STRIPES WITH TWO FOOT WIDE SPACING. MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
- C. ALL HANDICAP RAMPS MUST BE LOCATED WITHIN A CROSSWALK, INCLUDING SIDE FLARES OF RAMPS. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROSSWALK IF CROSSWALK WIDTH IS GREATER THAN FIFTEEN FEET. MAXIMUM WIDTH OF CROSSWALK IS TWENTY FEET.

### PARKING STALLS

1. SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.

### NO PARKING ZONES/BUFFER

- 1. OUTER BUFFER/PARKING AISLE EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, UNLESS OTHERWISE NOTED.
- 2. INNER BUFFER EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.
- 3. DIAGONAL OR CHEVRON BUFFER - SINGLE SOLID WHITE LINE, SIX INCHES WIDE, FORTY-FIVE DEGREE ANGLE, FIVE FOOT ON CENTER SPACING, UNLESS OTHERWISE NOTED.

## MARKING LEGEND

EXISTING	PROPOSED	
	BE	BEGIN ERADICATION
	EE	END ERADICATION
	ES	ERADICATE SYMBOL
		SIGN AND POST
		BICYCLE LANE SYMBOL
		SHARED LANE SYMBOL
	4" SWL	4" SOLID WHITE LANE LINE OR INSIDE BICYCLE LANE LINE
	6" SWL	6" SOLID WHITE OUTSIDE BICYCLE LANE LINE
	4" BWL	4" BROKEN WHITE LANE LINE (10' STRIPE, 30' SKIP)
	4" DWL	4" DOTTED WHITE ILINE (2' STRIPE, 6' SKIP)
	6" DWL	6" DOTTED WHITE LINE (2' STRIPE, 6' SKIP)
	4" SYL	4" SOLID YELLOW LANE LINE
	4" SYCL	4" SOLID YELLOW CENTERLINE
	4" DSYCL	4" DOUBLE SOLID YELLOW CENTERLINE
	4" BYCL	4" DOUBLE BROKEN YELLOW CENTERLINE (10' STRIPE, 30' SKIP)
	4" DDYCL	4" DOUBLE DOTTED YELLOW CENTERLINE (2' STRIPE, 4' SKIP)
	4" SBYCL	4" SOLID YELLOW LANE LINE WITH 4" BROKEN YELLOW LANE LINE (10' STRIPE, 30' SKIP)
	6" SWCHL	6" SOLID WHITE CHANNELIZATION LINE
	6"-24" SYCHL	6"-24" SOLID YELLOW CHANNELIZATION LINE
	12" SL	12" STOP LINE
	CW	CROSSWALK WITH 6" SWL FOR PARALLEL LINES AND 2" SWL (4' O.C. AT 90° ALIGNED WITH CURB, UNLESS OTHERWISE NOTED)
		GORE MARKINGS WITH 6" SWCHL OR 6"-24" SYCHL (5' O.C. AT 45° UNLESS OTHERWISE NOTED)
		WHITE PAVEMENT ARROW AND TEXT
		COLORIZED COATING
		NEW OR RELOCATED SIGN
		EXISTING FIRE HYDRANT
		PROPOSED FLEXIBLE BOLLARD
		EXISTING BUS STOP CONCRETE PAD

### CURVE LEGEND:

- ⊙ BEGIN AND END CURVE
- INTERMITTENT PAVEMENT MARKING POINT ON CURVE

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.

SIGNED: \_\_\_\_\_

DATE: \_\_\_\_\_ LIC. NO. \_\_\_\_\_



**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

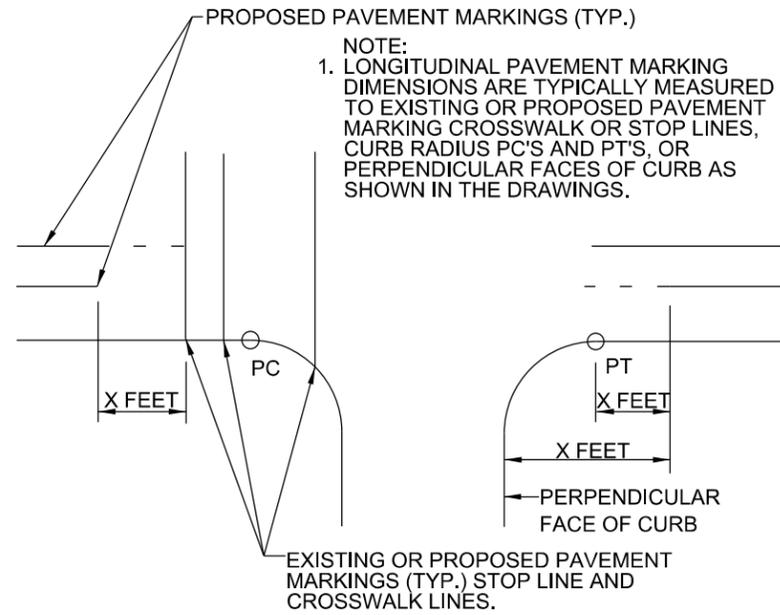
**TRAFFIC & PARKING SERVICES**

### DETAIL OF PAVEMENT MARKINGS

DRAWN:	GG	DATE:	2/21/2014
CHECKED:	SM	DATE:	3/10/2014

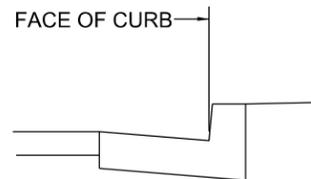
HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
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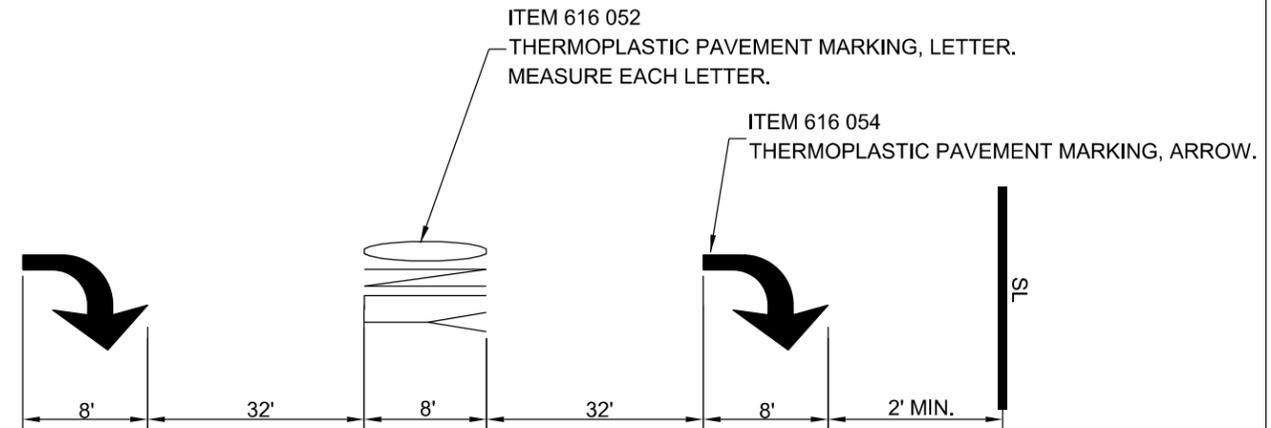


**TYPICAL LONGITUDINAL STRIPING DIMENSIONS**  
N.T.S.

NOTE:  
1. LATERAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO AN ADJACENT FACE OF CURB OR TO THE CENTERLINE OF AN ADJACENT PAVEMENT MARKING AS SHOWN IN THE DRAWINGS.



**TYPICAL LATERAL STRIPING DIMENSIONS**  
N.T.S.



**PAVEMENT MARKING ARROW AND ONLY SYMBOL PLACEMENT, UNLESS OTHERWISE NOTED ON THE PLANS**  
N.T.S.

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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC & PARKING SERVICES**

**GENERAL NOTES**

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HENNEPIN AVENUE SOUTH  
BIKEWAY

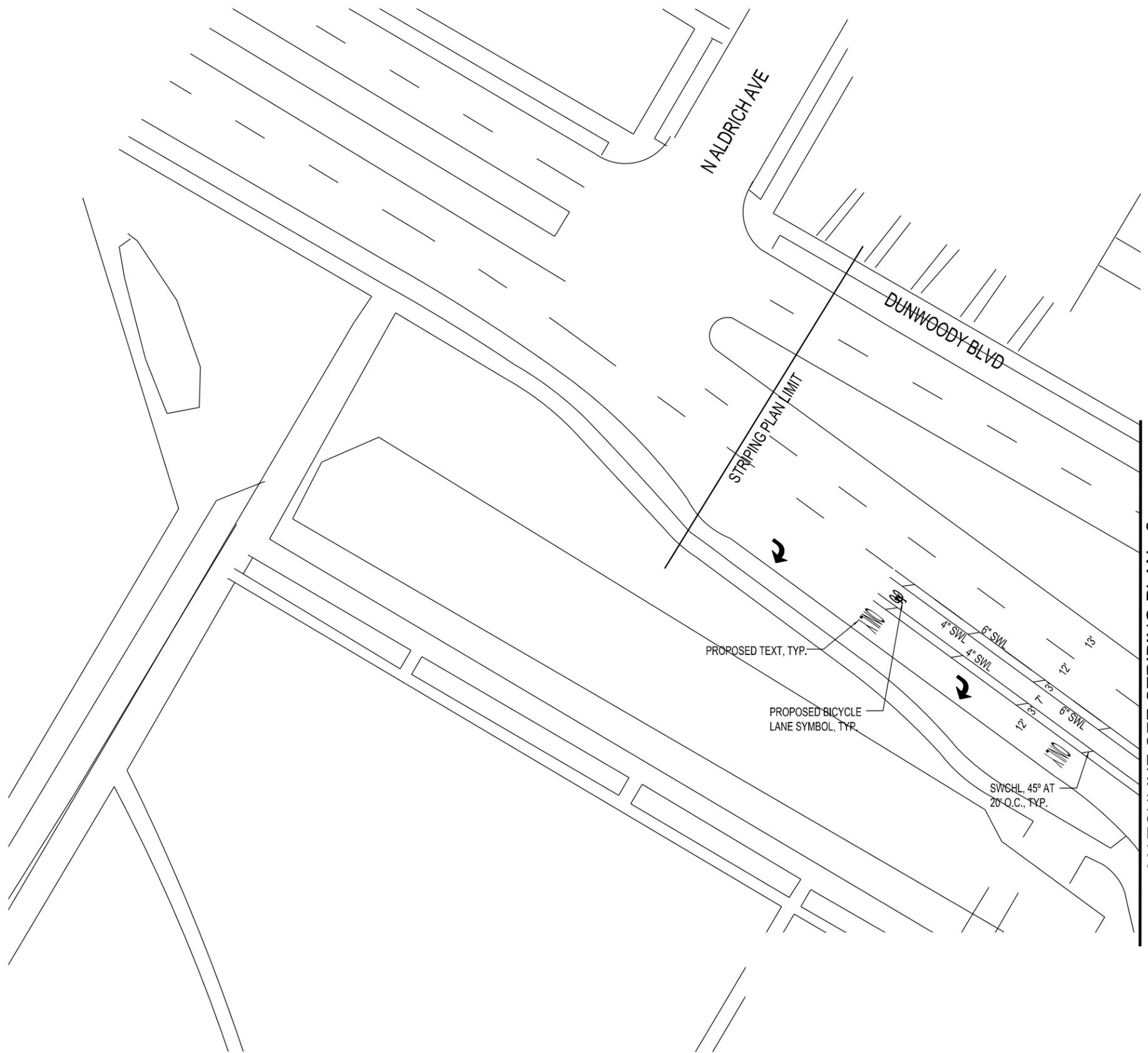
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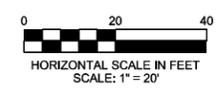


NOTE: ERADICATE ALL EXISTING STRIPING WITHIN NOTED STRIPING PLAN LIMITS UNLESS EXISTING STRIPING IS DRAWN IN PLAN (DEPICTED AS GREY IN COLOR). ALL EXISTING STRIPING OUTSIDE OF THE NOTED STRIPING PLAN LIMITS IS TO REMAIN.

IN SPOT LOCATIONS OF EXISTING STOP LINES, EXISTING STRIPING IS DENOTED TO BE ERADICATED WITH A "BE," BEGIN ERADICATION, AND "EE," END ERADICATION.



MATCHLINE SEE STRIPING PLAN - 2



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DATE: \_\_\_\_\_ LIC. NO. \_\_\_\_\_



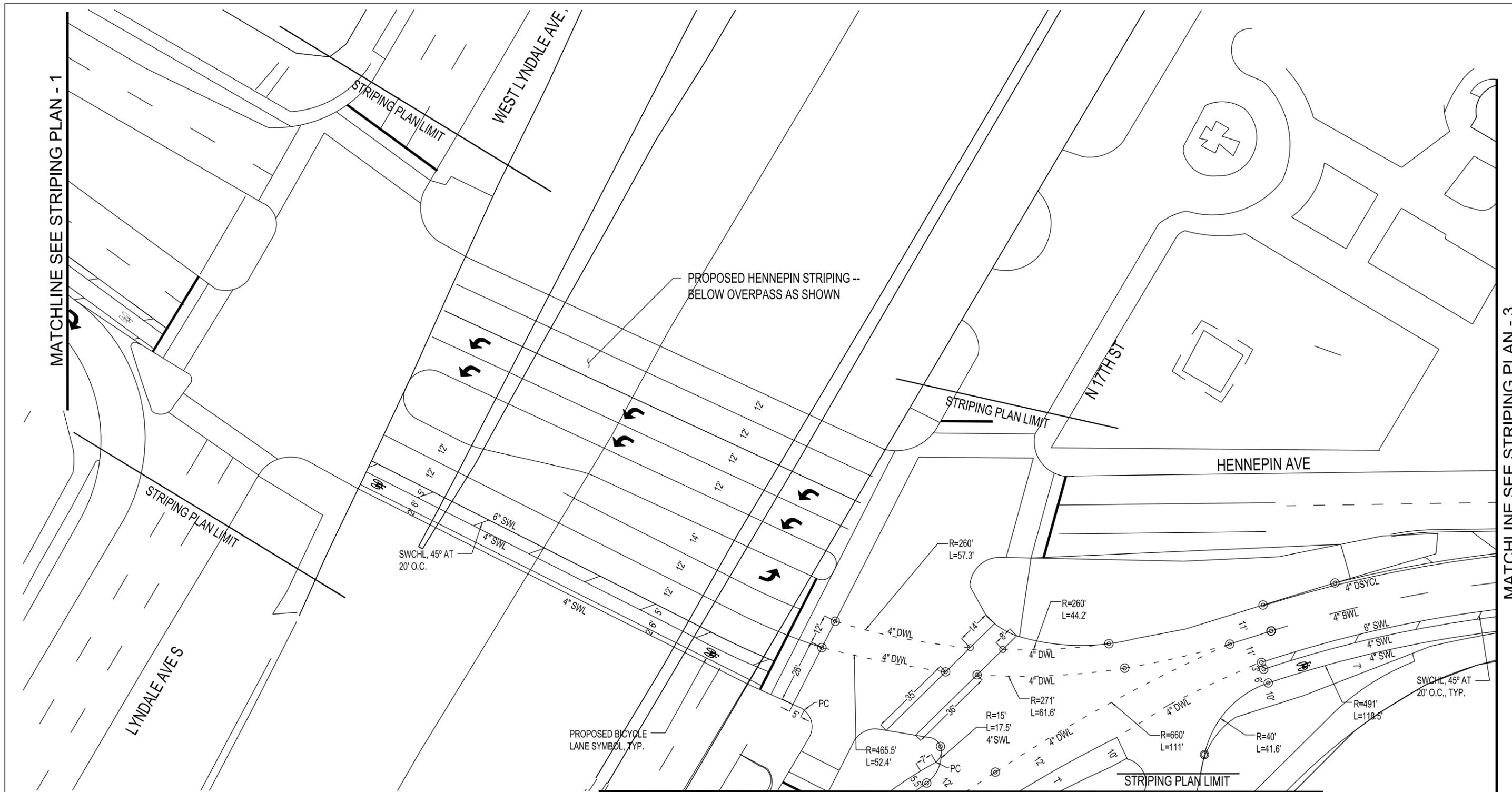
**MINNEAPOLIS**  
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**TRAFFIC & PARKING SERVICES**

STRIPING PLAN		
DRAWN:	GG	DATE: 02/12/2014
CHECKED:	SM	DATE: 3/10/2014

HENNEPIN AVENUE SOUTH BIKEWAY
S.P. XXX-XXX-XXX
S.P. XXX-XXX-XXX

ST - 01



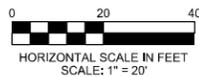
MATCHLINE SEE STRIPING PLAN - 1

MATCHLINE SEE STRIPING PLAN - 3

MATCHLINE SEE STRIPING PLAN - 2A

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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC & PARKING SERVICES**

STRIPING PLAN

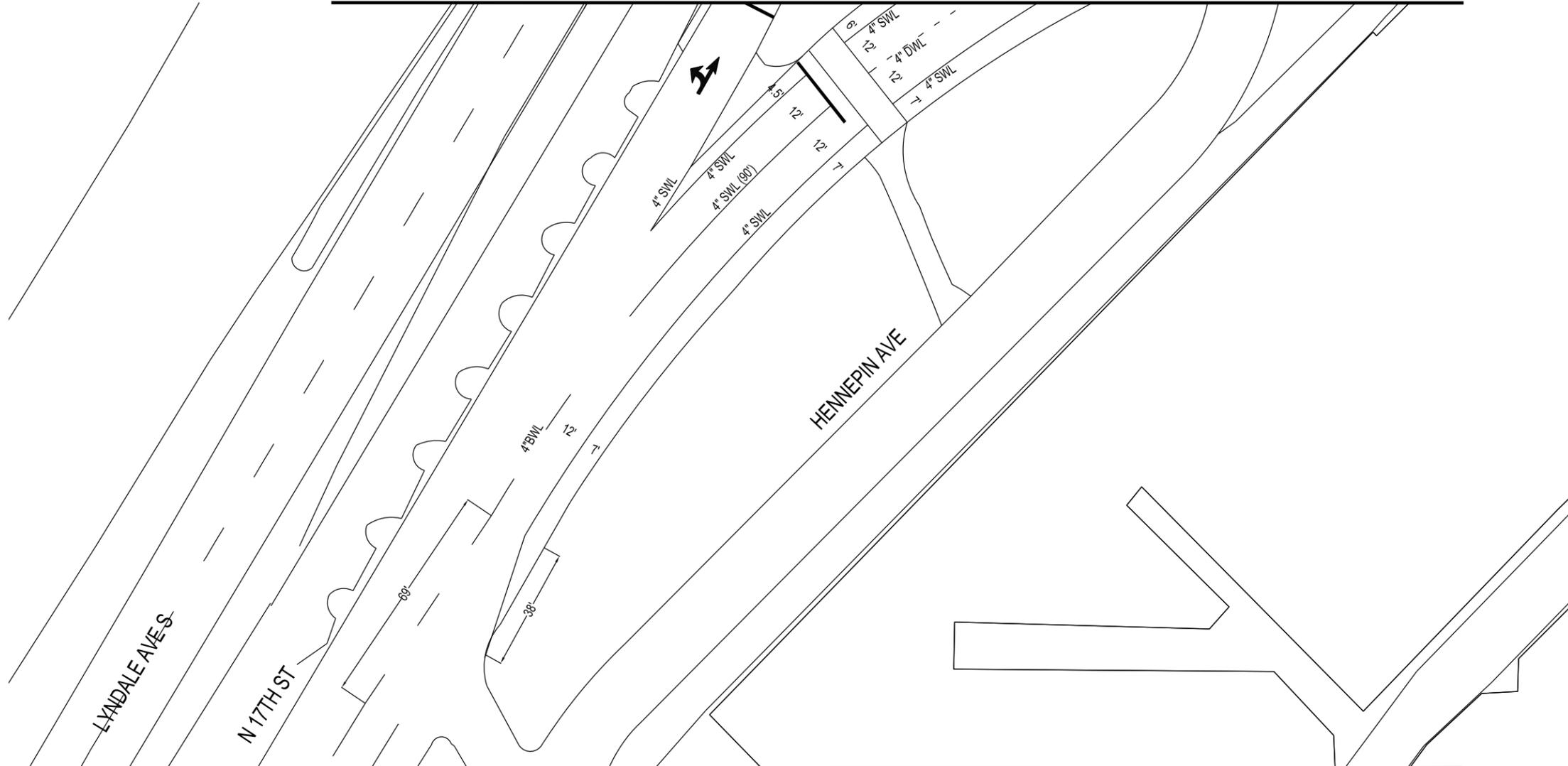
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CHECKED:	SM	DATE:	3/10/2014

HENNEPIN AVENUE SOUTH BIKEWAY

S.P. XXX-XXX-XXX  
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ST - 02

MATCHLINE SEE STRIPING PLAN - 2A

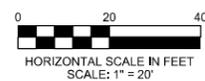


MATCHLINE SEE STRIPING PLAN - 3A

MATCHLINE SEE STRIPING PLAN - 2B

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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS  
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STRIPING PLAN

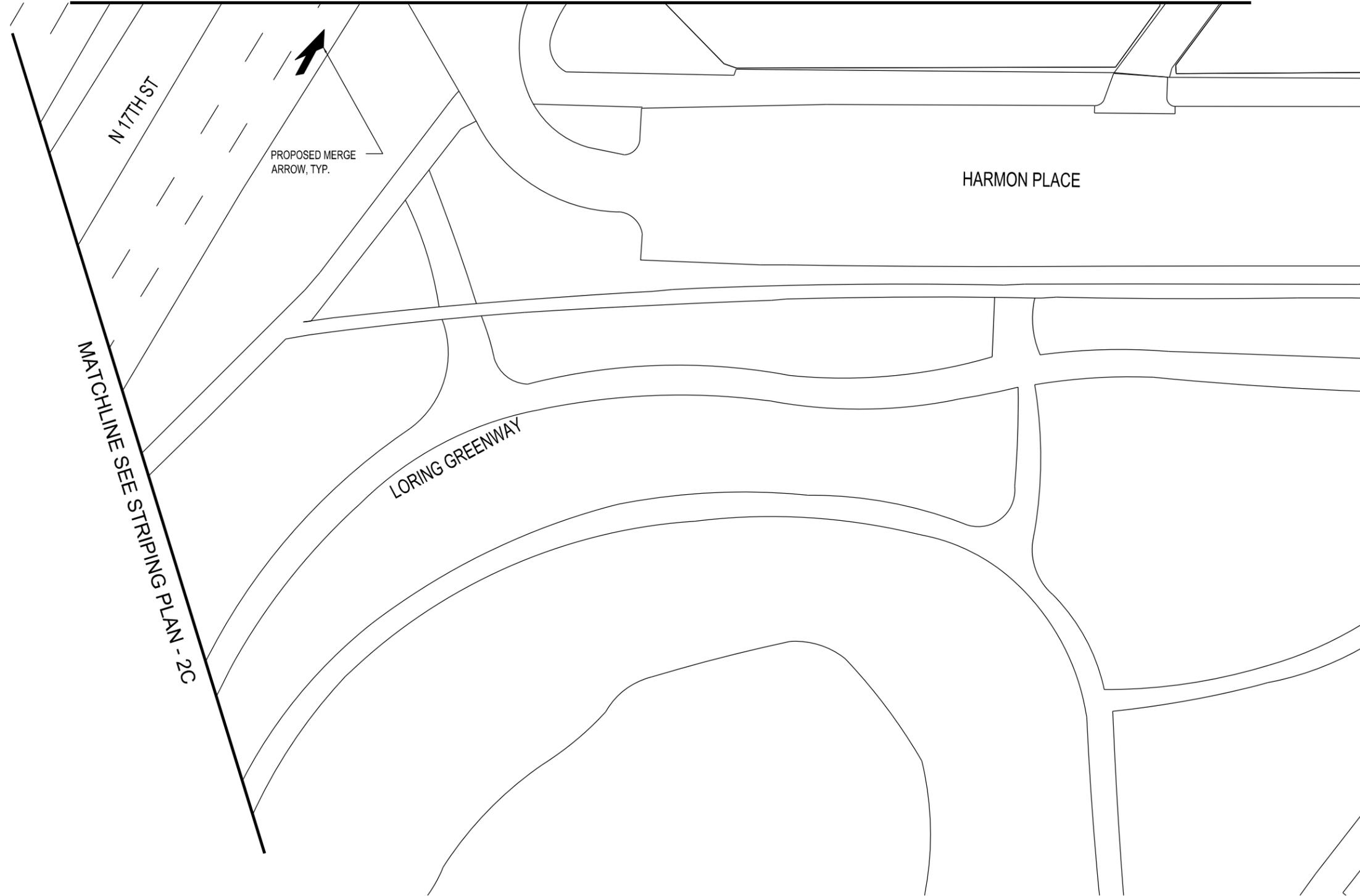
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HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P.XXX-XXX-XXX  
S.P. XXX-XXX-XXX

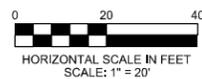
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MATCHLINE SEE STRIPING PLAN - 2A



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STRIPING PLAN

DRAWN: GG DATE: 02/12/2014

CHECKED: SM DATE: 3/10/2014

HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 02B

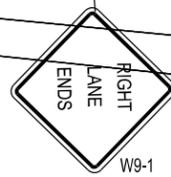
MATCHLINE SEE STRIPING PLAN - 2D

LYNDALE AVE S

LYNDALE AVE S

N 17TH ST

STRIPING PLAN LIMIT



PROPOSED MERGE ARROW, TYP.

MATCHLINE SEE STRIPING PLAN - 2B

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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC & PARKING SERVICES**

STRIPING PLAN

DRAWN: GG DATE: 02/12/2014

CHECKED: SM DATE: 3/10/2014

HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 02C

LYNDALE AVE S

OAK GROVE ST

MATCHLINE SEE STRIPING PLAN - 2C

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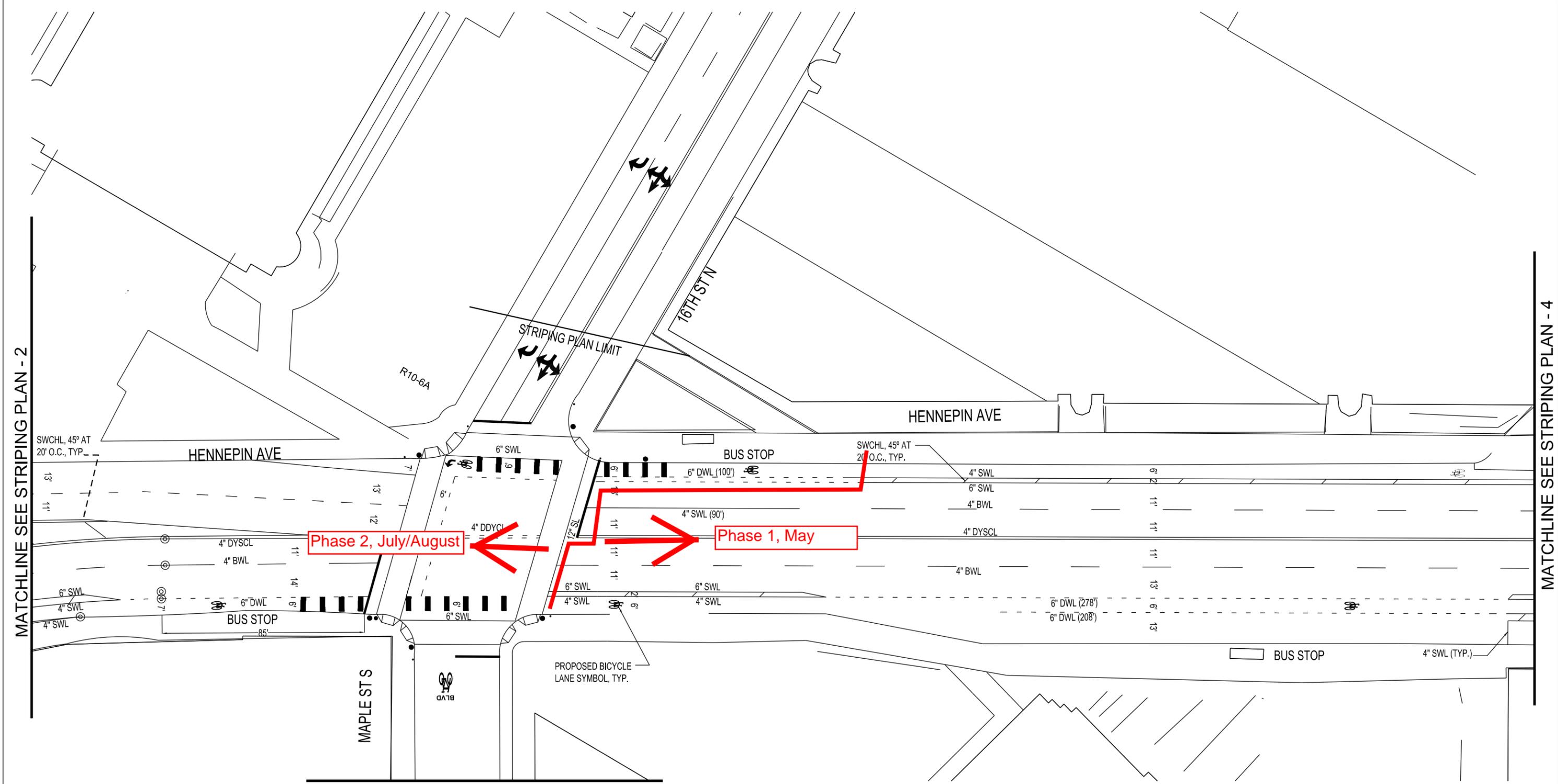
HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 02D

MATCHLINE SEE STRIPING PLAN - 2

MATCHLINE SEE STRIPING PLAN - 4



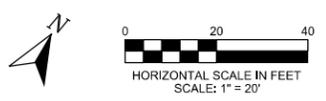
Phase 2, July/August

Phase 1, May

MATCHLINE SEE STRIPING PLAN - 3A

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SIGNED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ LIC. NO. \_\_\_\_\_



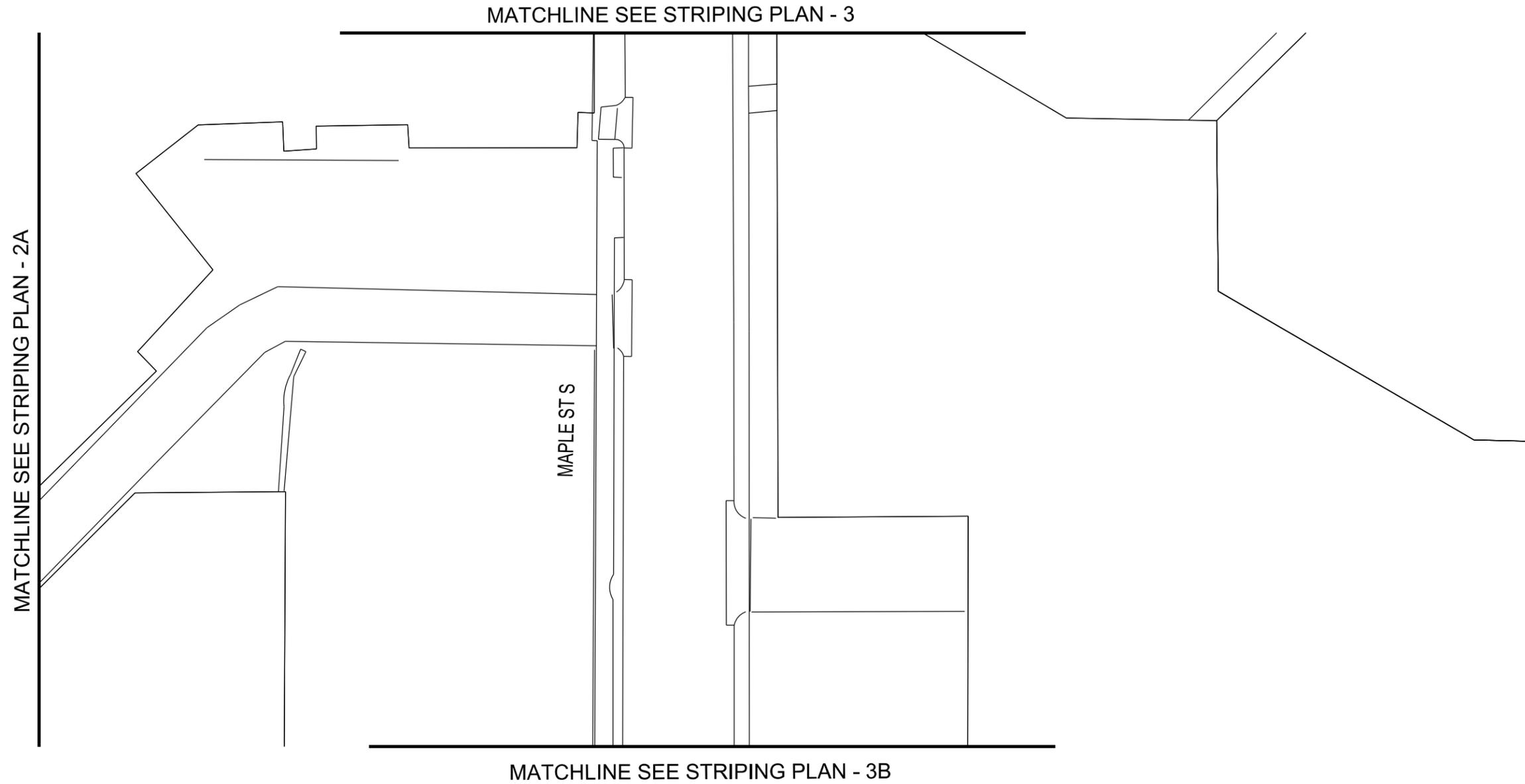
**MINNEAPOLIS**  
 DEPARTMENT OF PUBLIC WORKS  
**TRAFFIC & PARKING SERVICES**

STRIPING PLAN		
DRAWN:	GG	DATE: 02/12/2014
CHECKED:	SM	DATE: 3/10/2014

HENNEPIN AVENUE SOUTH  
 BIKEWAY

S.P. XXX-XXX-XXX  
 S.P. XXX-XXX-XXX

ST - 03



NOTE: ERADICATE ALL EXISTING STRIPING WITHIN NOTED STRIPING PLAN LIMITS UNLESS EXISTING STRIPING IS DRAWN IN PLAN (DEPICTED AS GREY IN COLOR). ALL EXISTING STRIPING OUTSIDE OF THE NOTED STRIPING PLAN LIMITS IS TO REMAIN.

IN SPOT LOCATIONS OF EXISTING STOP LINES, EXISTING STRIPING IS DENOTED TO BE ERADICATED WITH A "BE," BEGIN ERADICATION, AND "EE," END ERADICATION.



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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC & PARKING SERVICES**

STRIPING PLAN

DRAWN: GG DATE: 02/12/2014

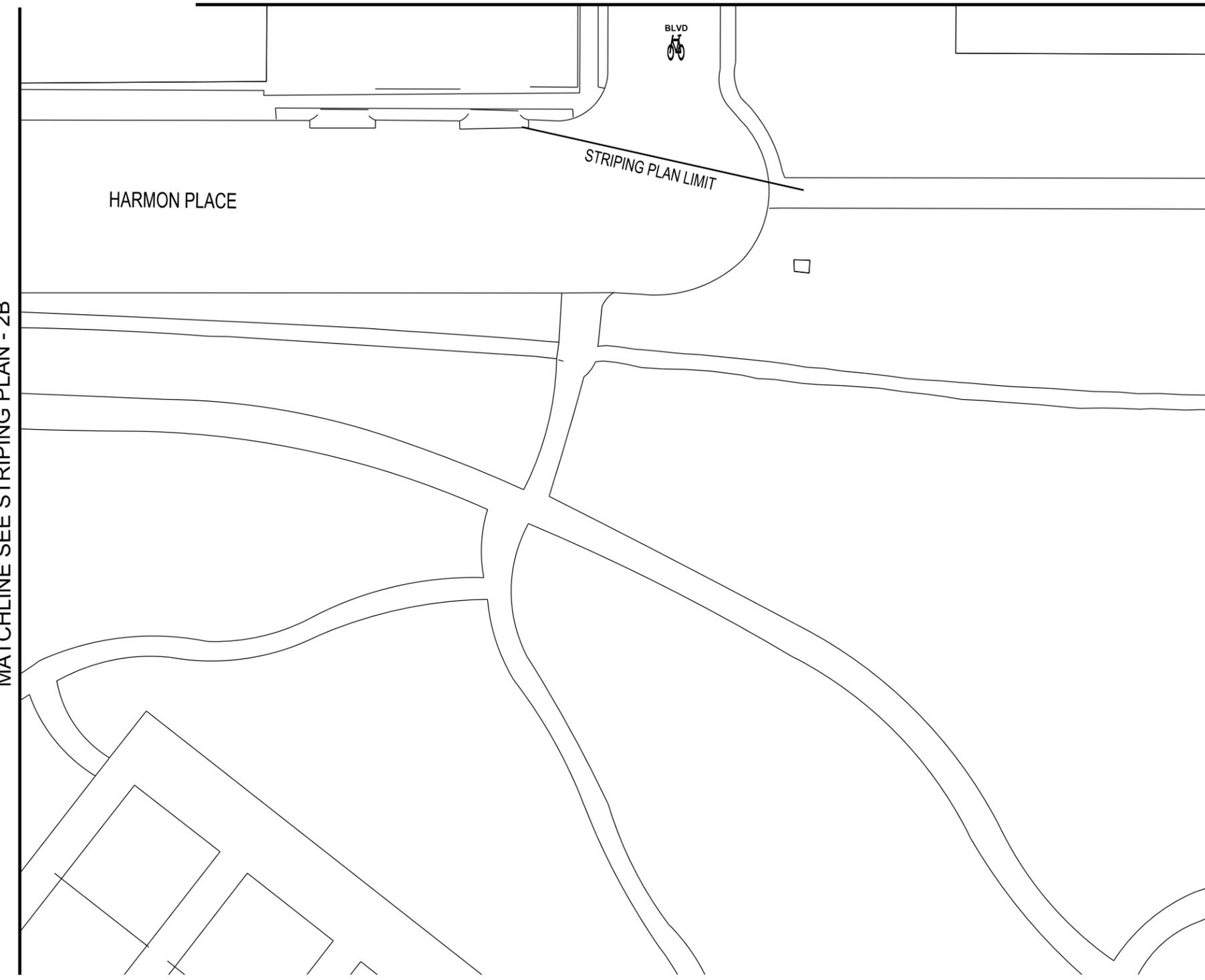
CHECKED: SM DATE: 3/10/2014

HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 03A

MATCHLINE SEE STRIPING PLAN - 3A



NOTE: ERADICATE ALL EXISTING STRIPING WITHIN NOTED STRIPING PLAN LIMITS UNLESS EXISTING STRIPING IS DRAWN IN PLAN (DEPICTED AS GREY IN COLOR). ALL EXISTING STRIPING OUTSIDE OF THE NOTED STRIPING PLAN LIMITS IS TO REMAIN.

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MATCHLINE SEE STRIPING PLAN - 2B

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SIGNED: \_\_\_\_\_

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**MINNEAPOLIS**  
DEPARTMENT OF PUBLIC WORKS

**TRAFFIC & PARKING SERVICES**

STRIPING PLAN		
DRAWN:	GG	DATE: 02/12/2014
CHECKED:	SM	DATE: 3/10/2014

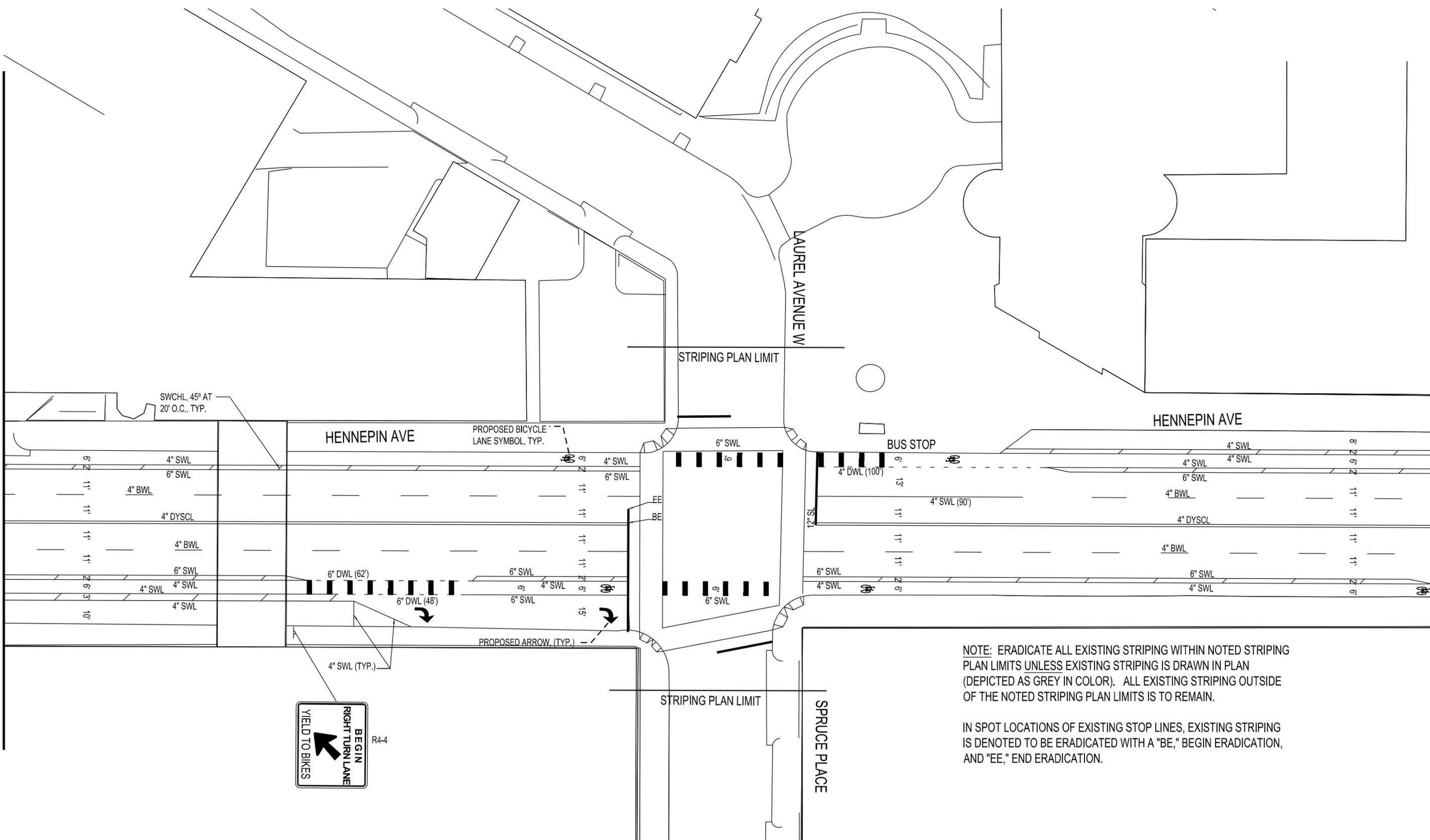
HENNEPIN AVENUE SOUTH  
BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 03B

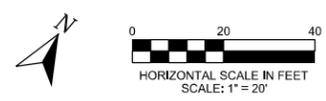
MATCHLINE SEE STRIPING PLAN - 3

MATCHLINE SEE STRIPING PLAN - 5



NOTE: ERADICATE ALL EXISTING STRIPING WITHIN NOTED STRIPING PLAN LIMITS UNLESS EXISTING STRIPING IS DRAWN IN PLAN (DEPICTED AS GREY IN COLOR). ALL EXISTING STRIPING OUTSIDE OF THE NOTED STRIPING PLAN LIMITS IS TO REMAIN.

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DEPARTMENT OF PUBLIC WORKS  
**TRAFFIC & PARKING SERVICES**

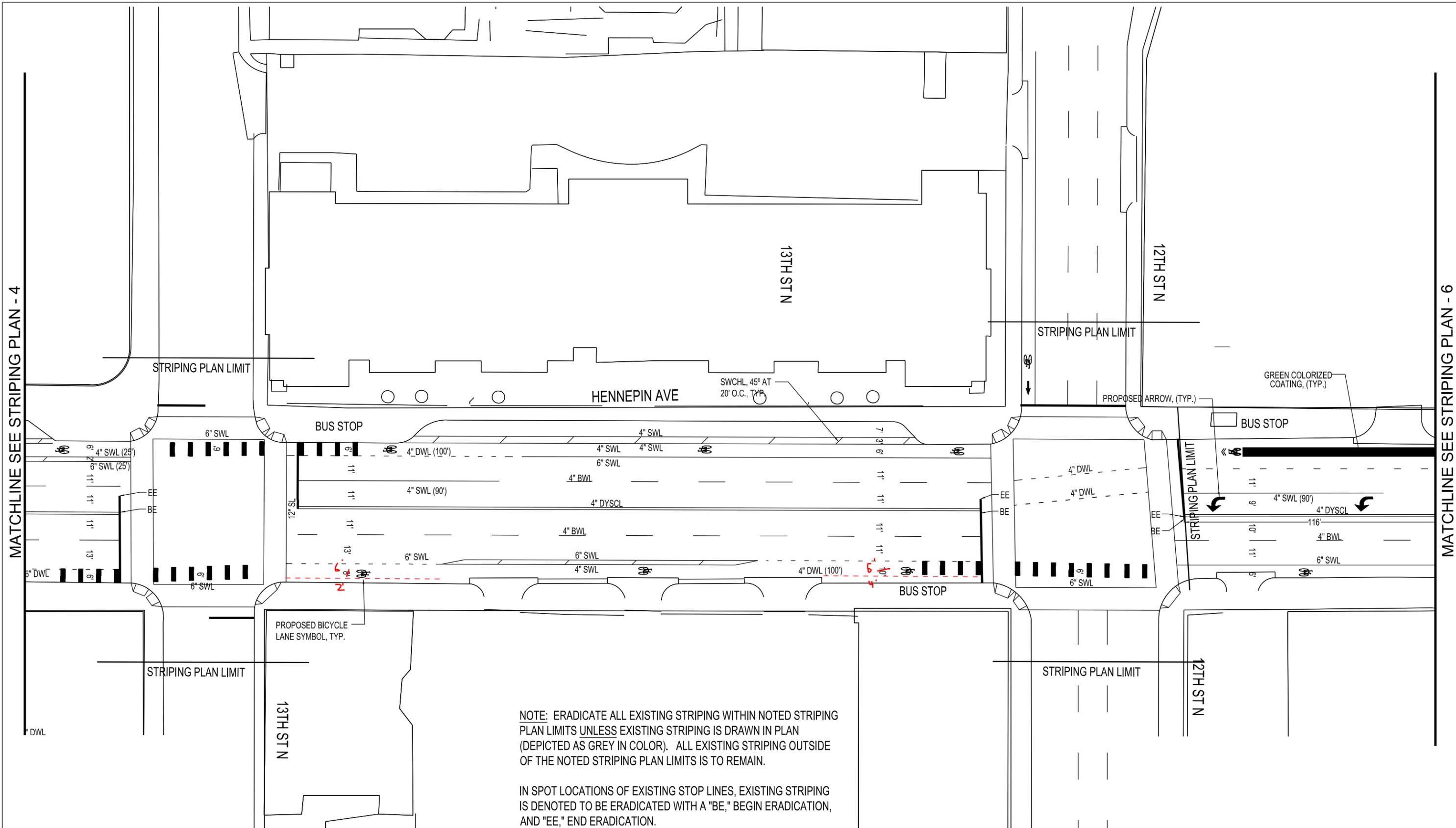
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DRAWN:	GG	DATE: 02/12/2014
CHECKED:	SM	DATE: 3/10/2014

HENNEPIN AVENUE SOUTH BIKEWAY	
S.P. XXX-XXX-XXX	
S.P. XXX-XXX-XXX	

ST - 04

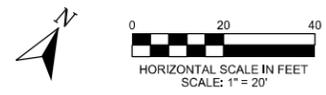
MATCHLINE SEE STRIPING PLAN - 4

MATCHLINE SEE STRIPING PLAN - 6



NOTE: ERADICATE ALL EXISTING STRIPING WITHIN NOTED STRIPING PLAN LIMITS UNLESS EXISTING STRIPING IS DRAWN IN PLAN (DEPICTED AS GREY IN COLOR). ALL EXISTING STRIPING OUTSIDE OF THE NOTED STRIPING PLAN LIMITS IS TO REMAIN.

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STRIPING PLAN		
DRAWN:	GG	DATE: 02/12/2014
CHECKED:	SM	DATE: 3/10/2014

HENNEPIN AVENUE SOUTH BIKEWAY

S.P. XXX-XXX-XXX  
S.P. XXX-XXX-XXX

ST - 05