# STANDARD DETAIL SPECIFICATIONS

## FOR

### STREET CONSTRUCTION, WALKWAYS, AND PAVEMENT RESTORATION

### CITY OF EDEN PRAIRIE, MINNESOTA

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(Detail Drawings R-1 Through R-21 Attached)
STANDARD DETAIL SPECIFICATIONS
FOR
STREET CONSTRUCTION, WALKWAYS, AND PAVEMENT RESTORATION

CITY OF EDEN PRAIRIE, MINNESOTA

(A Supplement to MnDOT Standard Specifications for Construction)

1. PAVEMENT REMOVAL AND RESTORATION

Where the existing bituminous surface is disturbed, it shall be restored with new pavement of equal thickness to the existing pavement by the Contractor. The minimum thickness shall be as specified in the Special Conditions or Plans.

Prior to base and bituminous restoration, saw cut the existing bituminous a minimum of two (2) inches deep and one (1) foot from the edge of the trench. The pavement shall be removed to expose a one (1) foot width of undisturbed aggregate base. Materials resulting from the removal shall be disposed of by the Contractor at locations outside the right-of-way.

Payment for pavement removal shall be made by the square yard of pavement removed. Payment for pavement restoration shall be made by the appropriate bid items for bituminous roadway construction. When payment is by surface square yard, it shall be full compensation for the thickness indicated in the Plans. Saw cutting shall be considered incidental for bituminous surfaces and shall be paid for as described in the Special Provisions for concrete surfaces.

2. STREET CLEANING

It shall be the Contractor's responsibility to thoroughly clean any bituminous surface prior to applying the tack coat for all subsequent "lifts" of bituminous required to achieve the typical pavement section. A pick-up type sweeper shall be used to minimize dust and debris and to assure a good bond between the succeeding layers of bituminous and the tack coat. All street areas within and adjacent to the project shall be kept clean in accordance with the City's "Erosion Control Policy", which shall be obtained by the Contractor prior to construction.

3. MANHOLE AND VALVE BOX ADJUSTMENT

All manhole castings and valve boxes located in the street section shall be installed 1/2" below the base course grade during the freeze-thaw cycle to allow for accessibility. Prior to the placement of the final wearing course, the Contractor has the option of either raising the structure to its proper grade (1/2" below finished grade) with plastic adjusting rings or installing an approved casting adjustment ring (Neenah R-1979 Series or approved equal for 1-1/2" wearing course), which will raise the casting the same dimension as the wearing course. An approved epoxy adhesive shall be used to set the casting adjustment ring in place. Two-piece metal adjusting rings will not be allowed.

Catch basin castings shall be adjusted to their final grade at the time the curb is installed and shall be protected by the Contractor using temporary patches or blisters. These patches or blisters shall be removed prior to placement of the final wearing course. Any structure adjustments, materials or adjustment rings needed to obtain the proper grade adjustments shall be incidental to the project cost.
4. **AGGREGATE BASE**

The aggregate base shall be placed in accordance with MnDOT 2211 and shall be Class 5, 100% crushed quarry rock. The Class 5 material shall meet the requirements set forth in MnDOT 3138. Recycled CL.5 aggregate base may be used as a substitute for the bottom half of the specified thickness of the CL.5 (100% crushed quarry rock) not to exceed 50% of the total bid quantity for the base material.

Class 5 aggregate base or other approved base material placed under concrete curb and gutter shall be considered incidental unless approved by the Engineer or shown on the typical section of the Plans.

Compaction of the CL.5 shall be obtained by the "Specified Density Method". Compaction of the recycled CL.5 shall meet the Penetration Index Method requirements.

5. **STREET DEFLECTION TESTING**

The Contractor will furnish a tandem truck loaded with a minimum of 14 tons to check the completed subgrade and/or base. This truck will be driven in any locations the Engineer may direct to determine if any soft spots exist so that these areas may be removed and replaced with satisfactory material before completing subgrade or base preparation. Cost of furnishing the loaded truck and driver shall be incidental to construction of the subgrade and/or base and no direct compensation will be made therefore.

Prior to the deflection testing, a representative from the City of Eden Prairie Engineering Division shall be scheduled a minimum of 24 hours in advance so as to observe the testing.

6. **PLANT MIXED BITUMINOUS PAVEMENT**

The bituminous plant mix shall meet the requirements of MnDOT Specification 2360 or its latest revision. The Contractor may be required to submit to the Engineer a job mix formula prepared by an independent testing laboratory, including the exact proportions of bituminous material and mineral filler. The Contractor shall pay for all samples, reports and tests required to develop the job mix.

A plant mixed bituminous pavement shall be prepared using the following minimum design standards for wear and non-wear surfaces:

<table>
<thead>
<tr>
<th>AADT</th>
<th>&gt;3” (Non-Wear)</th>
<th>1-1/2”-3” (Non-Wear)</th>
<th>1-1/2” or Less (Wear)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT ≤ 6000</td>
<td>SPNWB230B</td>
<td>SPNWB230B</td>
<td>SPWEA230B</td>
</tr>
<tr>
<td>AADT &gt; 6000</td>
<td>SPNWB430B</td>
<td>SPNWB430B</td>
<td>SPWEA440B</td>
</tr>
</tbody>
</table>

**NOTE:** These minimum standards may be modified by the Engineer where traffic and weather conditions warrant and as approved by the City Engineer.
Bituminous tack coat shall be applied to existing bituminous surfaces and to successive plant mix surfaces in accordance with MnDOT 2357. The tack coat may be waived by the Engineer where successive plant mix courses are to be placed during one day's operation.

Asphalt binder material (MnDOT 3151) shall meet the requirement of PG asphalt binder testing tolerances based on the most current MnDOT Technical Memorandum titled ”Inspection, Sampling, and Acceptance of Bituminous Materials.” The temperature of the bituminous material at the time of application shall be as approved by the Engineer, within the limits specified by the manufacturer. However, in cases where "Ordinary Compaction" is implemented, the minimum lay down temperatures of the mix shall be in accordance with MnDOT specification 2360.3.D.2, Table 2360-26. Areas under ordinary compaction include bike paths, walking paths and other non-traffic areas.

Compaction requirements for the “Maximum Density Method”, as set forth in MnDOT specification 2360.3.D.1, Table 2360-19, shall be implemented. No HMA shall be laid when the temperature is below 32 degrees F. unless directed by the Engineer. No payment incentives will be paid to the Contractor.

At the direction of the Engineer, the Contractor (or testing firm) shall cut or core samples from any bituminous pavement within the scope of the Project or Contract. The number of cores taken shall be in accordance with MnDOT specification 2360.3.D.1.h, Table 2360-21. These samples will be taken at locations designated by the Engineer, by sawing with a power driven masonry saw or diamond core drill. Samples shall be sufficiently large to meet the needs of the testing laboratory. Costs of testing the samples will be paid by the Owner, except retests for failed tests shall be at the Contractor's expense. The surfaces from which samples are taken shall be restored by the Contractor no later than the next succeeding day of plant operation. All test results will be available to the Contractor.

7. **BITUMINOUS WEARING COURSE**

The bituminous wearing course shall not be installed until the following conditions have been met:

   A. After one (1) freeze-thaw cycle since the bituminous base course has been installed.

   B. The watermain, storm sewer, sanitary sewer, and street sections (including sidewalks, trails, and all adjacent areas to the project) have been **final inspected** and all noted deficiencies corrected.

8. **CONCRETE**

Concrete shall meet the requirements of MnDOT Specification 2461, 2521, 2531, 2533 and City Detail Drawings.

9. **PEDESTRIAN CURB RAMPS**

Pedestrian curb ramps shall be installed at all trail and sidewalk crossings in accordance with MnDOT Standard Plate 7036 or the latest revision.

10. **TEMPORARY TURN-AROUNDS**

Temporary turn-arounds shall be constructed in accordance with Detail Drawing R-18.
## CITY OF EDEN PRAIRIE

### TYPICAL MINIMUM ROADWAY SECTION

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>RIGHT-OF-WAY (FEET)</th>
<th>ROADWAY WIDTH (FEET)</th>
<th>BACK-BACK (FEET)</th>
<th>5' X 3' SIDEWALK AND / OR BIKE LANE</th>
<th>ENTRANCE SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>50</td>
<td>28</td>
<td></td>
<td></td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>60</td>
<td>32</td>
<td></td>
<td></td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>70-100</td>
<td>37-52</td>
<td></td>
<td></td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>100</td>
<td>52</td>
<td></td>
<td></td>
<td>BOTH SIDES</td>
</tr>
<tr>
<td>MSA TYPICAL</td>
<td>110</td>
<td>2@28^3</td>
<td></td>
<td></td>
<td>BOTH SIDES</td>
</tr>
</tbody>
</table>

1. **CUL-DE-SAC REQUIREMENTS**, RIGHT-OF-WAY RADIUS 50 FEET, ROADWAY RADIUS 39 FEET TO BACK OF CURB
2. AT MAJOR INTERSECTIONS INCREASE TO 120 FEET
3. FOUR LANE DIVIDED WITH 18 FEET MEDIAN
4. FINAL DESIGN DEPENDENT UPON TRAFFIC VOLUME AND SOIL FACTORS
5. AFTER 1 FREEZE - THAW CYCLE OR SECOND YEAR
   **TO BE DETERMINED BY PAVEMENT DESIGN FOR ESALS**

### GENERAL SPECIFICATIONS

- MnDOT 2360 SPECIFICATIONS SHALL APPLY
- MAXIMUM GRADE = 8.0%; MINIMUM GRADE = 0.5%
- RADIUS ON CURB RETURNS MINIMUM 20'
- RECYCLED CL.5 MAY BE USED WITH THE CITY ENGINEER'S APPROVAL AND IN ACCORDANCE WITH CITY SPECIFICATIONS
NOTE:
1. ALL BOULEVARDS SHALL HAVE 6" TOPSOIL, A 24" STRIP OF SOD NEXT TO CURB, SEED AND MULCH REMAINDER OF BOULEVARD AND ALL OTHER DISTURBED AREAS.

2. EDEN PRAIRIE MOUNTABLE CONCRETE CURB & GUTTER (DETAIL R-11) (BOTH SIDES).

3. TRENCH LOCATION FOR UTILITIES MAY BE MODIFIED WHEN JOINT TRENCHING IS IMPLEMENTED.

4. CROWN SHALL BE 2" ABOVE TOP OF MOUNTABLE CURB. WHERE "B" TYPE CURB IS USED, THE CROWN ELEVATION SHALL BE EQUAL TO TOP OF CURB.
NOTE:
1. ALL BOULEVARDS SHALL HAVE
6" TOPSOIL, A 24" STRIP OF
SOD NEXT TO CURB. SEED AND
MULCH REMAINDER OF BOULEVARD
AND ALL OTHER DISTURBED AREAS.

2. EDEN PRAIRIE MOUNTABLE CONCRETE
CURB & GUTTER (DETAIL R-11)
(BOTH SIDES).

3. TRENCH LOCATION FOR UTILITIES
MAY BE MODIFIED WHEN JOINT
TRENCHING IS IMPLEMENTED.

4. CROWN SHALL BE A MINIMUM OF 2%.
NOTE:
1. ALL BOULEVARDS SHALL HAVE 6" TOPSOIL, A 24" STRIP OF SOD NEXT TO CURB, SEED AND MULCH REMAINDER OF BOULEVARD AND ALL OTHER DISTURBED AREAS.

2. BE-18 CONCRETE CURB & GUTTER (DETAIL R-10) (BOTH SIDES).

3. TRENCH LOCATION FOR UTILITIES MAY BE MODIFIED WHEN JOINT TRENCHING IS IMPLEMENTED.

4. CROWN SHALL BE A MINIMUM OF 2%.
NOTE:
1. ALL BOULEVARDS SHALL HAVE 6" TOPSOIL, A 24" STRIP OF SOD NEXT TO CURB, SEED AND MULCH REMAINDER OF BOULEVARD AND ALL OTHER DISTURBED AREAS.
2. B6-18 CONCRETE CURB & GUTTER (DETAIL R-10) (BOTH SIDES). 
3. TRENCH LOCATION FOR UTILITIES MAY BE MODIFIED WHEN JOINT TRENCHING IS IMPLEMENTED.
4. CROWN SHALL BE A MINIMUM OF 2%. 

- 3:1 MAX
- 2.0%
- 3.0%
- 5" CONCRETE SIDEWALK AND/OR 8" BITUMINOUS TRAIL
- ELECTRIC (EITHER SIDE)
- TELEPHONE (EITHER SIDE)
- GAS (EITHER SIDE)
- STORM SEWER
- SANITARY SEWER
- WATERMAN

100' RIGHT OF WAY
52' (B-B)
26'
15'
10'
NOTE:

1. All boulevards and islands shall have 6" topsoil, a 24" strip of sod next to curb, seed and mulch remainder of boulevard, island and all other disturbed areas.

2. B6-18 concrete curb & gutter (detail R-10) (both sides).

3. Trench location for utilities may be modified when joint trenching is implemented.

4. Crown shall be a minimum of 2%.
RESIDENTIAL DRIVEWAY WITH CONCRETE SIDEWALK

NOTES:
1. FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA OF 64 SQ. FT)
2. CONCRETE APRON SHALL BE 6" THICK WITH 5" AGGREGATE BASE CL 5
3. CONCRETE WALK THROUGH DRIVEWAY AND FIRST PANEL ON EITHER SIDE SHALL BE 6" THICK.
4. LONGITUDINAL SLOPE OF SIDEWALK/TRAIL THROUGH TRANSITION PIECE SHALL NOT EXCEED 8.33%.
5. TWO (2) FOOT SAWCUT OF PAVEMENT IN FRONT OF DRIVEWAY NOT REQUIRED UNLESS A NEW DRIVEWAY WITH NEW CURB CUT IS INSTALLED OR IF MODIFYING GRADES IN FRONT OF DRIVEWAY.

REVISED 12/19/2018
NOTE:
1. DEPRESS TOP OF C.B. GRADE 2" BELOW GUTTER GRADE AND MAINTAIN TOP OF CURB GRADE
2. AT INTERSECTION RADII, USE B6-18 C & G MODIFIED TO 20" GUTTER ALSO AT SHARP CURVES WITH INSIDE RADII OF 50’ OR LESS.

NOTE: THE TOP ELEVATION OF ALL STRUCTURES LOCATED WITHIN THE STREET SURFACING SHALL BE A MINIMUM OF 0.05' BELOW THE TOP OF THE FINAL SURFACE ELEVATION IMMEDIATELY ABOVE SAID STRUCTURE

<table>
<thead>
<tr>
<th>CURB MEASUREMENTS</th>
<th>50’ R/W</th>
<th>60’ R/W</th>
<th>70’ R/W</th>
<th>80’ R/W</th>
</tr>
</thead>
<tbody>
<tr>
<td>A TO B</td>
<td>A’</td>
<td>B’</td>
<td>C’</td>
<td>D’</td>
</tr>
<tr>
<td>28’</td>
<td>11’</td>
<td>14’</td>
<td>50’</td>
<td>20’</td>
</tr>
<tr>
<td>32’</td>
<td></td>
<td>14’</td>
<td>16’</td>
<td>60’</td>
</tr>
<tr>
<td>37’</td>
<td></td>
<td>16’</td>
<td>19’</td>
<td>70’</td>
</tr>
<tr>
<td>48’</td>
<td></td>
<td></td>
<td></td>
<td>16’</td>
</tr>
</tbody>
</table>

* ALL CURB MEASUREMENTS ARE TO BACK OF CURB

CITY OF EDEN PRAIRIE, MINNESOTA
Curb AND Catch Basins
At Intersections, Structure
Elevations At Paving Surface
DEPARTMENT OF ENGINEERING R-8
NOTE: EXPANSION JOINT SPACING: 100'
SLOPE 3/4" PER FT.

3" R

1/2" R

6"

13 1/2"

7"

18"

26"

8"

B618

<table>
<thead>
<tr>
<th>Concrete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cu. Yds per L/F</td>
</tr>
<tr>
<td>0.0582</td>
</tr>
</tbody>
</table>

NOTE: EXPANSION JOINT SPACING: 100'
NOTE: EXPANSION JOINT SPACING: 100'}
MIN. 2.0% GRADE IN CUL-DE-SAC

MIN. 2.0% GRADE IN CUL-DE-SAC

MIN. GRADE ON ALL C & G = 0.50%

89° RAD.

79.53' ----

28'

30'

60° ALLOWED/WITH 49° CURB RADIUS

(No Islands Allowed)
HYDRANT (LOCATE ON R Extended or 5’ FROM P.C. OF CURB RADIUS AT INTERSECTION)
VALVE
WATERMAIN (LOCATED MAIN VALVES ON R Extended AND 10’ FROM CROSS OR TEE)
SANITARY SEWER (350’ MAXIMUM MANHOLE SPACING)
STORM SEWER
SEE RESIDENTIAL MINOR SECTION (DETAIL R-1)
MOUNTABLE CONCRETE C & G
25’ ROADWAY
6’
GAS
STORM SEWER ON SOUTH AND WEST SIDE
WATER ON NORTH AND EAST SIDE
TYPICAL PRIVATE STREET
(NO PARKING ALLOWED)
5’
SIDEWALK IF REQUIRED
3’
TELEPHONE
POWER
NOTE:
TRENCH LOCATION FOR UTILITIES MAY BE MODIFIED WHEN JOINT TRENCHING IS IMPLEMENTED.
COMMERICAL DRIVEWAY WITH CONCRETE SIDEWALK

NOTES:
FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROPRIATELY SQUARE PANELS (MAX. AREA OF 64 SQ. FT)

24' TO 30'

7'' CONC. (NO MESH)
EXPANSION JOINT IF CONC. P.VM.T.
CONC. WALK

STANDARD C&G (OR B6 CURB)

EXPANSION JOINT (TYP)

TRANSITION CURB FROM FULL HEIGHT AT STREET TO MATCH AT SIDEWALK

FLOW LINE

8'' ROUND ED UP

8'' MAX

SAW CUT LINE

24''

15'' RAD. MIN.

STANDARD B618 C&G

12'' MAX

EXPANSION JOINT (TYP)

COMMERICAL DRIVEWAY WITH BITUMINOUS TRAIL

NOTES:
FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROPRIATELY SQUARE PANELS (MAX. AREA OF 64 SQ. FT)

24' TO 30'

EXPANSION JOINT (TYP)

CONCRETE WALK

BITUMINOUS TRAIL

SAW CUT LINE

24''

15'' RAD. MIN.

STANDARDB618 C&G

7'' CONC. (NO MESH)

FLOW LINE

8'' ROUND ED UP

8'' MAX

EXPANSION JOINT (TYP)

2-16

CITY OF EDEN PRAIRIE, MINNESOTA

COMMERCIAL DRIVEWAY ENTRANCES (1 OF 2)

DEPARTMENT OF ENGINEERING
CONCRETE WALK SECTION

NOTE: CONCRETE WALK SECTION SHALL BE 6" THICK IN DRWY. AREAS, EXCEPT WHEN WALK IS MACHINE LAID. EXPANSION JOINTS SHALL BE REQUIRED ON BOTH SIDES OF DRIVEWAY.

5" MnDOT 2521 CONCRETE MIX DESIGN

6" AGGREGATE BASE (CL.5)

NOTE: EXPANSION JOINT SPACING 100'

BITUMINOUS BIKE/PED SECTION

NOTE: RESTORE ADJACENT AREA AND SEED.

BITUMINOUS PAVEMENT
2.5" MnDOT SPWEB240B

8" AGGREGATE BASE (CL.5)
A. Dig Trench

B. Lay in fabric and backfill

6" min depth

Fasten with nails or staples

2"x2"x30" wood post

MIRAFI 100X or approved equal

Set posts firmly

Snow fence

Hay bales

Flow

2 wood stakes per bale

6'-0" steel fence post

4'-0"

Flow
TYPICAL SIGN SOCKET DETAIL

CITY OF EDEN PRAIRIE, MINNESOTA

DEPARTMENT OF ENGINEERING R-19

NOTES:
1. THE CONTRACTOR SHALL INSTALL THE SIGN SOCKETS, PVC TUBE, AND ALL REQUIRED CONCRETE, AS DIRECTED BY THE ENGINEER (INCIDENTAL).
2. THE TOP OF THE CONCRETE SHALL BE FORMED IN A NEAT MANNER TO ALLOW WATER TO DRAIN AWAY FROM THE SIGN SOCKET, AS DIRECTED BY ENGINEER.
3. DRILLING OF CONCRETE SURFACING, WHICH MAY BE REQUIRED, SHALL BE INCIDENTAL, AS DIRECTED BY ENGINEER.
4. CONTRACTOR SHALL ORIENT TELSPAR POST TO ENSURE SIGN WILL FACE DIRECTION OF ONCOMING TRAFFIC.

Rev. 10/18/2018
1' (MIN.) BITUMINOUS PAVEMENT (2" LIFT) WHEN ADJACENT TO PAVEMENT, OTHERWISE SEED.

CONCRETE WALK
BITUMINOUS TRAIL
CURB & GUTTER

2%
SLOPE

6" (TYP)

MULCH OR SEED

GEOTEXTILE FABRIC
MNDOT 3733 TYPE 1

DRAINAGE AGGREGATE
3/8" CLEAR CRUSHED
ROCK BACKFILL

6" AGGREGATE BASE CL. 5
COMPACTED SUBGRADE

CROSS SECTION

ONE COURSE SHALL BE PLACED BELOW FINISHED GRADE (INCIDENTAL TO WALL UNIT PRICE)

FINISHED GRADE

4' MAX.

6" AGGREGATE BASE CL. 5

ELEVATION

NOTES:
1. WALL COURSES SHALL BE LAID LEVEL
2. TAPER OR ROUND OFF ENDS OF WALLS AS DIRECTED BY ENGINEER
3. WALLS TALLER THAN 4' TO BE APPROVED BY ENGINEER
4. PAYMENT FOR MODULAR BLOCK RETAINING WALL BY SQ. FT. INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT WALL INCLUDING, BUT NOT LIMITED TO FABRIC, DRAINAGE AGGREGATE, LEVELING PAD, AND BLOCK.
5. CONTRACTOR TO SUBMIT:
   - MODULAR BLOCK SUPPLIER FROM MNDOT APPROVED PRODUCTS LIST
   - COLOR / SAMPLES

CITY OF EDEN PRAIRIE, MINNESOTA

MODULAR BLOCK RETAINING WALL

DEPARTMENT OF ENGINEERING R-20
TREE MUST MEET OR EXCEED ANSI Z60.1 (AMERICAN STANDARD FOR NURSERY STOCK). ONE DOMINANT LEADER MUST BE MAINTAINED THROUGH THE WARRANTY PERIOD. REMOVE TAGS & LABELS.

DO NOT STAKE OR WRAP TRUNK UNLESS NECESSARY. IF STAKING IS NECESSARY, USE A WIDE FLEXIBLE STEM ATTACHMENT MATERIAL PLACED \( \frac{1}{2} \) OR \( \frac{1}{4} \) THE DISTANCE FROM THE GROUND UP TO THE FIRST SET OF BRANCHES. STAKING AND TRUNK WRAPPING MUST BE REMOVED AT THE END OF THE FIRST COMPLETE GROWING SEASON.

MULCH 4–6 INCHES DEEP LEAVING A 6-INCH CIRCLE OF BARE SOIL AROUND THE TRUNK OF THE TREE, PAST THE EDGE OF THE PLANTING HOLE.

DIAMETER OF THE PLANTING HOLE SHALL BE TRIPLE THE DIAMETER OF THE ROOTBALL. IF AUGER IS USED TO DIG HOLES, SCARIFY THE SIDES OF THE HOLE WITH HAND TOOLS.

SIT SOILBALL ON UNDISTURBED OR COMPACTED SOIL TO PREVENT SETTLING.

IMPERMEABLE LANDSCAPE MATERIAL SHALL NOT BE PLACED AROUND TREES.

EACH TREE MUST BE PLANTED WITH THE FIRST MAIN LATERAL ROOT AT FINISH GRADE. TREES WITH THE FIRST MAIN LATERAL NOT VISIBLE WILL BE REJECTED.

REMOVE EXCESS SOIL/ROOTS FROM THE SOILBALL TO EXPOSE THE FIRST MAIN LATERAL ROOT. PRUNE ALL ENCIRCLING ROOTS.

IF B&B, REMOVE ALL TWINE AROUND THE STEM. ALL SYNTHETIC BURLAP MUST BE REMOVED. NON-SYNTHETIC BURLAP, IF PEELED BACK MUST BE REMOVED, NOT FOLDED DOWN. ASSURE WIRE BASKET DOES NOT PROTRUDE ABOVE FINAL GRADE.