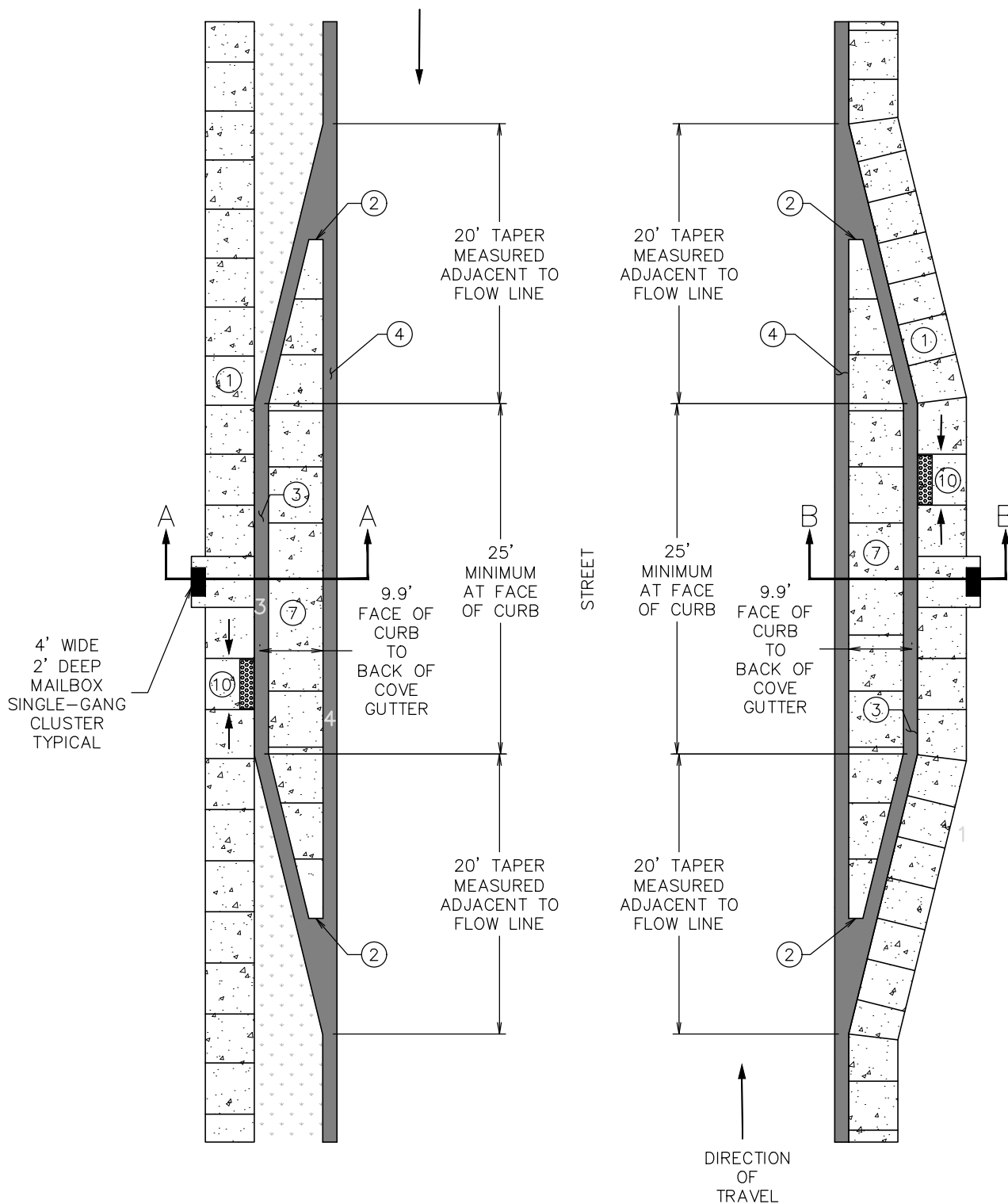


BOULEVARD
SIDEWALK

DIRECTION
OF
TRAVEL

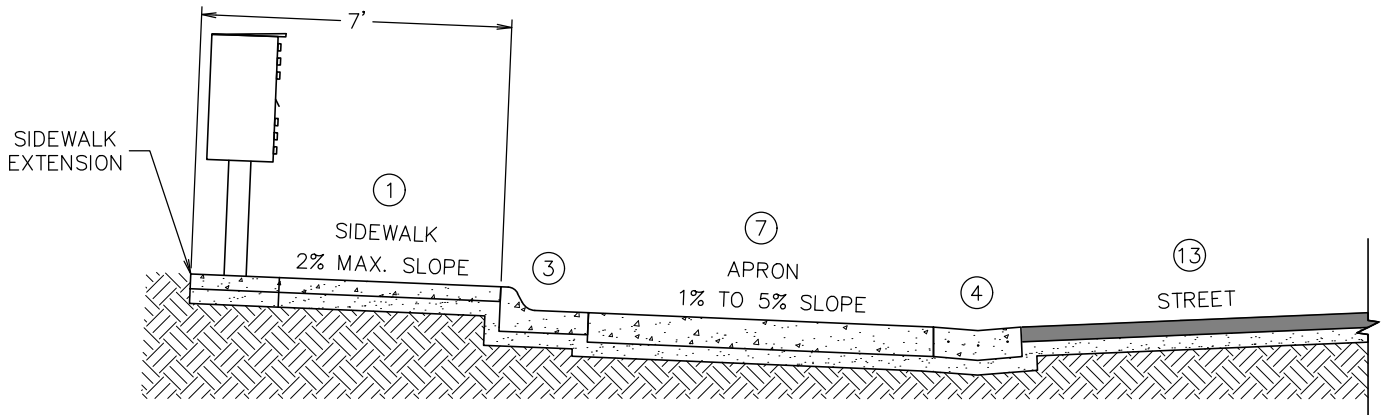
CURBSIDE
SIDEWALK



Approved By
City Engineer
Kevin J. Slovarp

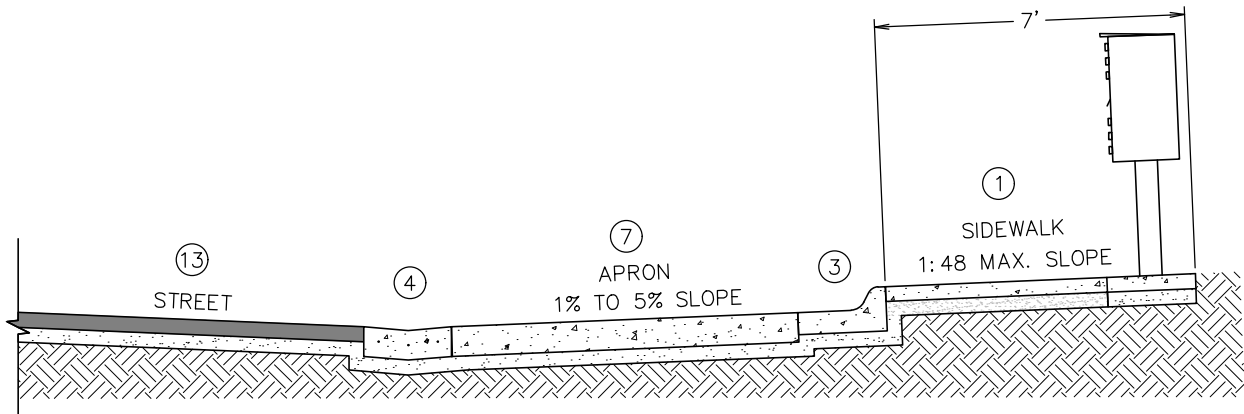
Adopted: 01/1973
Revised: 01/10/2007

4' WIDE
2' DEEP
MAILBOX
SINGLE-GANG
CLUSTER
TYPICAL



SECTION A-A

BOULEVARD
MAIL-STOP PULL-OUT
LOCATION



SECTION B-B

CURBSIDE
MAIL-STOP PULL-OUT
LOCATION



Engineering Division

Mail-Stop Pull-Out Design Elements and Guidelines (Sheet 2 of 3)

Approved By
City Engineer
Kevin J. Slovarp

Adopted: 01/1973
Revised: 01/10/2007

STD - 713-2

CONSTRUCTION NOTES:

1. TYPICAL SIDEWALK CONSTRUCTED AS PER CITY OF MISSOULA STD-752.
2. MINIMUM TWO (2') FOOT FILLET.
3. TYPICAL "L" TYPE CURB/GUTTER CONSTRUCTED AS PER STD-741 AMENDED AS FOLLOWS:
 - 3.1. TYPICAL "L" TYPE CURB/GUTTER (NEW OR FULL-REPLACED) SHALL BE CONSTRUCTED AT EIGHT (8") INCHES BASE THICKNESS.
 - 3.2. TYPICAL "L" TYPE CURB/GUTTER (EXISTING AND IN GOOD CONDITION) TO REMAIN AT SIX (6") INCHES BASE THICKNESS UNLESS DIRECTED TO BE REMOVE AND REPLACED BY CITY ENGINEER.
4. COVE GUTTER CONSTRUCTED AS PER COM STD-745.
5. LANDSCAPE RETAINING CURB SHALL BE INSTALLED AS PER COM STD-743, WHEN REQUIRED.
6. FLOW LINE SHALL BE MAINTAINED THROUGH ALL CURB LINES AND ACROSS APRON TO COVE GUTTER.
7. APRON SHALL BE CONSTRUCTED ON A MINIMUM OF SIX (6") INCHES COMPACTED SUBGRADE AND FOUR (4") INCHES COMPACTED CRUSHED 3/4 INCH BASE AND EIGHT (8") INCHES M-4000 CONCRETE.
8. CURB RAMP LAY DOWN SHALL BE CONSTRUCTED AS PER STD-741.
9. ACCESSIBLE LANDING SHALL BE CONSTRUCTED SO AS TO NOT EXCEED TWO (2%) PERCENT OR A RATIO OF ONE-TO-FORTY-EIGHT (1:48), IN ANY DIRECTION AND A DETECTABLE WARNING PANEL SHALL BE INCLUDED.
10. CURB RAMP SHALL BE CONSTRUCTED THROUGH A MINIMUM OF THREE (3) SIDEWALK PANELS, EACH A MINIMUM OF FIVE (5') FOOT SQUARE AS DIRECTED BY CITY ENGINEERING DIVISION INSPECTOR AND RAMPS SHALL NOT EXCEED EIGHT (8%) PERCENT GRADE OR A RATIO OF ONE-TO-TWELVE (1:12) PER STD-751.
11. PLACE FOUR (4") INCH BY ONE-HALF (1/2") INCH MASTIC AT THE TOP OF CURB RAMPS, FULL-DEPTH OF SIDEWALK, AS DIRECTED BY CITY ENGINEERING DIVISION.
12. TAPERS SHALL BE A MINIMUM OF TWENTY (20') FEET FROM ANY ADJACENT DRIVEWAY, CROSSWALK OR POINT-OF-CURVATURE (PC) / POINT-OF-TANGENCY (PT) OF AN INTERSECTION.
13. WHEN EXISTING ASPHALT IS DISTURBED ALL ASPHALT REPAIRS SHALL BE AS PER COM STD-744.
14. ALL SIGNS SHALL BE FIELD LOCATED BY CITY TRAFFIC SERVICES DIVISION AND SHALL CONFORM TO SIGN BASE AND MOUNTING REQUIREMENTS AS PER STD-720.
15. IF DRAINAGE IS REQUIRED REFER TO STORM DRAINAGE STANDARD DRAWINGS, STD-600 SERIES.
16. SIDEWALK EASEMENTS MAY BE REQUIRED AND RECORDED AS NECESSARY. PUBLIC ACCESS AND SIDEWALK MAINTENANCE EASEMENTS EXTEND TO ONE (1') FOOT BEYOND EDGE-OF-SIDEWALK.



Engineering Division

Mail-Stop Pull-Out Design Elements and Guidelines (Sheet 3 of 3)

Approved By
City Engineer
Kevin J. Slovarp

Adopted: 01/1973
Revised: 01/10/2007

STD - 713-3